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HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

No. 27,880

HONG KONG, THURSDAY, AUGUST 20, 1931.

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TO CAR OWNERS

Use RUBBER Matting for the Floor and Running Boards of your Car;

Washable,
Durable,
More economical than
Carpet or Linoleum—
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LONG & IMPORTANT MEETING

BRITISH CABINET IN SESSION FOR NINE HOURS

SECRET PROPOSALS

MAY REPORT AT VARIANCE WITH PROPOSALS?

One of the longest and most important meetings of the British Cabinet was held yesterday. It was fully attended, and lasted nine hours.

The prolonged discussions have caused no surprise, the magnitude of the issues at stake being fully appreciated.

The proposals are being as carefully guarded as are Budget proposals usually guarded.

It is believed that there were sharp differences of opinion over the question of tariffs; that the Cabinet's proposals do not, in many cases, agree with those in the May report; and that keen opposition was expressed to the abolition of the Empire Marketing Board.

Of course, all must be accepted strictly in the light of conjecture and, as such, accepted with reserve.

DIFFERENCES OF OPINION

Rugby, Yesterday. One of the longest meetings of the British Cabinet for many years was held to-day, when the Prime Minister, and four other Members of the Sub-Committee, which has been considering measures necessary to secure a balanced Budget, reported to their colleagues. There was a full attendance of all, and the Cabinet assembled at 11 o'clock and, after a short interval for lunch, the meeting continued till 7. Ministers then separated having sat for 6½ hours. The meeting was resumed after dinner.

The prolonged discussions have caused no surprise, in view of the magnitude of the issues.

The Cabinet is seeking to reach definite decisions on the proposals to be put before the representative meetings of the Labour Party and Trades Unions to-morrow, when the schemes may also be the subject of conversations with Opposition leaders. A late sitting to-night, therefore, is probable.—British Wireless Service.

Proposals Jealously Guarded. The Cabinet's proposals cannot be made at present, as they are in the same category as Budget proposals and the same secrecy must, therefore, be observed.

Complicated and Difficult. It is understood that discussion on the question of tariffs revealed the sharpest difference of opinion. Circles in close touch with Government emphasise the fact that Ministers found the task very complicated and most difficult.

Mr. Ramsay MacDonald, Mr. Philip Snowden, Sir Herbert Samuel are to meet Mr. Neville Chamberlain and Mr. Samuel Hoare, Conservatives, and Mr. Donald Maclean, Liberal, at Downing Street at 10 o'clock. At this meeting, the proposals will be explained and sufficient detail given to enable them to determine whether support can be given to Government. Mr. MacDonald will then communicate the proposals, but only in outline, to meetings of Labour supporters.

The Cabinet will re-assemble to hear the results at 8.30 at night.

No Decision About Tariffs. The Cabinet, which assembled to hear the proposals formulated by the Economy Committee, has adjourned, after a nine hours' session until to-morrow night.

It is reliably learned that an agreement has been reached on a set of figures to balance the Budget, but no decision was taken regarding tariffs.

The May Report. The Cabinet spent considerable time discussing the May Report, with which some of the Cabinet proposals do not agree.

Marketing Board. Keen opposition was expressed to the abolition of the Empire Marketing Board proposed in the May report. Labour supporters regard the Board as a bargain with Overseas Dominions.

The Daily Herald says that abolition will most certainly not be approved.

FLOODS IN CHINA.

British & American Sympathy.

Nanking, Yesterday.

Beside the Italian and Brazilian Governments, the following have cabled sincere condolences concerning the disastrous floods and resultant losses and damage to life and property in China: President Hoover to President Chiang Kai-shek and Sir Miles Lampson to Dr. C. T. Wang on behalf of the British Government. —Sinews Service.

Klukiang and Anking the width of the river is twenty miles.

A Wuchang report says the situation is serious, all the streets being flooded; and owing to lack of modern sanitation there is grave danger of spread of disease.—Reuters.

The Japanese Concession is now in darkness, the power plant being flooded. The Japanese are starting to evacuate their women and children, the other foreign women and children having already departed, being mostly absent on their summer holidays.

Above Nanking the Yangtze is now ten miles wide. Between

REVISION OF REPARATIONS.

Germany Misconstrues Bankers' Report.

DANGEROUS POLICY

Basle, Yesterday. Certain passages of the Bankers' Committee Report cabled earlier have been construed in some quarters in Germany as a recommendation for immediate revision of reparations, but no definite reference to revision is contained in the report, although it does guardedly allude to the effect of Germany's external obligations and dangers if she continues her past policy of borrowing from abroad amounts almost as great as she has to pay out in reparations. The report hints that these conditions would cause German dumping on a scale ruinous to every other country.

Huge Short-Term Debt. Germany's short-term debt is at present 7,400,000,000 marks, according to the report of the International Committee of Bankers, which estimates that during the last seven months short-term credits up to 2,900,000,000 marks have been withdrawn from Germany.

Restriction of Imports Necessary. The report states, inter alia, that foreign creditors have agreed with German debtors that only a certain proportion of their available assets in marks will be realised immediately, the remainder to be realised gradually. The report emphasises the necessity for Germany severely restricting imports and developing exports, in order to improve her currency.—Reuters.

GRAF ZEPPELIN.

After Cruise of British Isles.

RETURNS HOME.

London, Yesterday. The Graf Zeppelin landed at Hanworth aerodrome at 7.15 p.m. this day after a twenty-four hour tour of the British Isles with twenty-four passengers aboard. The airship has returned to Friedrichshafen, taking off from Hanworth at 7.34 p.m.—Reuters.

Moored Under Difficulty. Rugby, Yesterday.

The Graf Zeppelin completed her 24 hours' tour of Britain when she landed at Hanworth at 7 o'clock and disembarked her passengers. Previously there had been some doubt as to the possibility of her landing under gusty conditions, and she had to circle over London for nearly an hour, but the operation was finally carried off without a hitch. She remained moored for about half an hour and Doctor Eckener received Sir Simon on board and showed him the equipment of the control cabin.

Homeward Bound. Shortly before eight o'clock the great airship rose from the ground and heading for Central London started on her homeward journey to Friedrichshafen.

Trip Curtailed. The trip "Round Britain" of 1,000 miles was confined to England and Ireland as adverse weather reports prevented Dr. Eckener visiting Glasgow and Edinburgh as he had intended.

Memory of R.38. In passing over Hull at noon Dr. Eckener dipped the Zeppelin in salute to the memory of men of Airship R.38 which blew up over the River Humber.

A Great Trip. On landing, the Master of Sempill and other passengers stated that they had had a very good time in spite of the bad weather and that it had been a great flight.—British Wireless Service.

BAD WEATHER AT SEA.

Latest Reports of Steamers.

ROUGH SEA AND SQUALLY.

Reports of bad weather at sea are still being received at the Harbour Office from ships arriving in port from both the North and South.

The s.s. Clara Jebben (Captain K. Dahl) from Saigon, August 16, which arrived at 6 a.m. to-day reported:—

"S.W. winds. Moderate cloudy weather."

Arrivals yesterday reported as under:—

"Dorcy (Captain J. Bruhn) from Keelung, August 15, arrived at 6 a.m."

"Big swell, heavy rain."

"Yingchow (Captain John R. Nisbet) from Tientsin, August 8, and Swatow, August 18, arrived at 10.30 a.m."

"Very rough sea, squally."

Allport (Captain E. P. Lyndon) from Osaka, August 7, and August 16, arrived at 1 p.m."

"Squally and considerable swell from S.W. since Oksue Light."

Rowena (Captain F. B. Hansen) from Chinwangtao, August 10, arrived at 1.10 p.m."

"Cyclonic, heavy sea and swell."

Cheong Shing (Captain D. G. Burleigh) from Tongku (Tientsin), August 9, and Wei-hai-wei, August 11, arrived at 3 p.m."

"Strong easterly gales."

Hinsang (Captain L. Huitchings) from Sandakan, August 18, arrived at 4.30 p.m."

"Strong S.W. weather."

Bentan (Captain J. Blaenboer) from Sandakan, August 14, arrived at 5 p.m. from Sourabaya, July 28, and p.m."

"Squally."

Tuesday's arrivals reported:—

Halyang (Captain W. H. Erwin) from Poochow, August 13, and Swatow, August 15, arrived at 11.30 a.m."

"Fresh S.W. wind, moderate sea and swell, cloudy and showery."

Morioka Maru (Captain M. Sumi) from Calcutta, August 2, and Singapore, August 12, arrived at 5.15 p.m."

"Strong monsoon."

Monday's arrivals reported:—

Burgenland (Captain Carl Dehnicke) from Hamburg, July 1, and Manila, August 15, arrived 8 a.m."

"Bad, rough sea."

Hakodate Maru (Captain S. Hirose) from Bombay, July 7, and Singapore, August 10, arrived at 8 a.m."

"Normal monsoon."

It is somewhat curious that the s.s. Kittawa (Captain J. Cross-waithe) which left Swatow on August 13 and arrived here at 10 a.m. yesterday, reported "Fine" weather conditions, whereas the s.s. Yingchow, which left Swatow the same day and arrived here at 10.30 a.m. yesterday, reported "Very rough sea, squally."

BAD WEATHER AT HOME.

Army Manoeuvres Called Off.

THAMES VALLEY FLOODED.

Rugby, Yesterday. The Army manoeuvres of the First Division at Aldershot which were planned to continue till Friday, had to be cancelled to-day on account of bad weather conditions. Troops, which were in action last night, were drenched by torrential rain and the country is now waterlogged.

Floods in the Thames Valley have increased to-day and the river is fourteen inches above the summer level. The present month has been the wettest of the year so far and last night's rain in the South was exceptionally heavy. An inch and three

DR. MARIE STOPE

TO LECTURE IN ROME.

BIRTH CONTROL

PROPAGANDA TO BE ESCHEVED.

Rome, Yesterday.

Dr. Marie Stopes will speak, it is understood, on the technical aspects of birth control, before a meeting, to be held here on September 7, of the International Congress for Studies regarding Population.

She has been told that birth control propaganda will not be permitted, and that the subject

CLOUDY AND OCCASIONAL RAIN.

The Royal Observatory's report issued at 10.22 a.m. to-day states:—

A shallow depression is still shown over S.W. China.

A feeble anticyclone is central to the East of Tokyo.

Forecast:—Southerly winds, moderate; generally cloudy, occasional rain.

Typhoon Warning.

The following telegram was received from the Manila Observatory at 10.30 a.m. to-day by the American Consulate General:—

"20th 10.30 a.m.—Typhoon in about 136 deg. Long. E. and 18 deg. Lat. N., moving W.N.W."

It is far away from Hong Kong and if it keeps moving in the direction indicated will strike the north end of Formosa.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day 0.48 inch. Total since January 1—59.29 inches against an average of 61.52 inches—deficit 2.23 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong 80

Pratas Island 81

Macao 81

Poochow 78

Amoy 78

Chafoo 74

Shanghai 81

MACAO MURDER CASE.

Dramatic Episodes Related.

EXTRADITION SOUGHT.

Dramatic episodes relating to a murder on Chinese New Year's Day (February 17) at 68, Da Avenida (Conselheiro Ferreira D'Almeida), were told by a woman in the Central Police Court this morning, when before Mr. Schofield, extradition proceedings were continued against a fugitive, Chan Yee-wo, who is wanted by the Macao authorities for the alleged murder of Chan Lan-sang.

Recognised Fugitive. Witness, who was Lee Kwai-yue, wife of the deceased, declared in the witness box that the fugitive stabbed her husband three times with a dagger. She recognised him well as the man who had tried to bind and gag her husband.

The Crown's case was conducted by Mr. Somerset Fitzroy (Public Prosecutor).

Chief Inspector Carlos Sequeira, of the Macao Police, gave testimony in relation to the warrant for the apprehension of the accused. The warrant, he said, was issued under section 433 of the Penal Code of Macao.

Women Gagged and Bound. In her evidence, the woman said that at about eight o'clock on the day in question, she saw four men enter the premises. Accused produced a pistol and they (witness, her husband and the servants) were marched into a rear cubicle. The women folk were bound and gagged, but witness's husband after objecting to being tied up was stabbed.

He called out "robbers" and was heard to speak no more. The robbers, she said, ransacked the floor till eleven o'clock, when they decamped. A muf-tal released witness who immediately went to the Police Station to report the matter. Before going she found that her husband was dead, but the body was still warm. The robbers, added witness, masqueraded as policemen, and said that they had come to search for opium.

House Ransacked. Replying to Mr. Fitzroy, witness said that when the robbers had escaped they found a considerable amount of things missing, which included three watches and several pieces of rare jade.

Answering further questions witness said "Prisoner" was the man who actually stabbed my husband and killed him."

Witness described accused as being "the fiercest of the four robbers."

The hearing was adjourned till to-morrow at noon.

SPECTACLES THEFT

Three Weeks' Hard for Chinese.

After being remanded, at his own request, in order that he might try to find the stolen property, Yui Tam, made another appearance in the Kowloon Police Court to-day.

He was charged with stealing a pair of spectacles from a stewardess, at the Kowloon Godown on July 6, also with unlawfully pawning the glasses.

Detective Sub-Inspector Elston said the lady would not be able to identify the glasses as she had left the Colony and would not return until November.

After discussion the first charge was amended to one of larceny by finding; while the second charge of unlawful pawning was dismissed.

Three weeks' hard labour was imposed, the sentence to date from August 10, on account of the defendant's efforts to assist in recovering the property.

KWONGSANG SEEN TO SINK.

Three Survivors on An Island.

40 BODIES WASHED UP.

Villagers in the vicinity of Funing Bay report having seen a vessel "with a red funnel" sink in the neighbourhood of Chupai Pass at 9 a.m. on Monday, August 10, according to messages received this morning by Messrs. Jardine, Matheson and Company, from H.M.S. Sepoy, through the Naval Authorities.

The red funnel, of course, is indicative that the ship was the Kwongsang, of the Indo-China Steamship Company, the vessel's sad fate having already been confirmed in earlier messages.

The report adds that 40 bodies were washed up on an unnamed, but charted island, in the middle of Funing Bay. Wreckage has been found, marked "Kwongsang," in the village of Sansha (which is situated at the point of a headland at the north-east tip of Funing Bay).

Three survivors, two Chinese and one European, are stated to have been seen alive by villagers on Monday, on an unnamed island. Search for them is being actively carried on.

Text of Message. The text of the message reads: A book of comrade's tickets stamped Kwongsang and what is apparently a wireless installation panel have been found in the village of Sansha. Villagers state that a vessel, with a red funnel sunk in the neighbourhood of Chupai Pass at 9 a.m. on August 10.

It is also stated that 40 bodies were washed up on island (marked on chart but unnamed) in centre of Funing Bay.

Investigations are actively proceeding and search being made for the three possible survivors, referred to yesterday, who, the villagers state, were seen alive on an unnamed island on Monday.

Sinking Confirmed. Messrs. Jardine, Matheson and Co., Ltd., received last evening the following message from H.M.S. Sepoy, through the Naval Authorities:—

"Have definite proof that Kwongsang foundered in the neighbourhood of Chupai Pass, Fu Yan Island."

"It appears possible that two Chinese and one European escaped alive and proceeded to north-west corner of Funing Bay."

A MORATORIUM.

Chilean Government's Decision.

New York, Yesterday. A message from Santiago states that the Chilean Government has ordered a complete moratorium of foreign debts for the remainder of the year owing to there being no funds available to pay interest.—Reuters American Service.

STOP PRESS

London, To-day.

Owing to the high cost of money and lives, the opinion is voiced that the 1931 Schneider Trophy Race is almost certain to be the last ever flown.

Lieut. Brinton's death has had immediate reaction, the French Press and newspapers pointing out that each of the competing nations have lost a valuable pilot before the contest.

The hope is expressed that Britain will have a third win thus to end the competition.—Reuters.

MOTORISTS THIS IS YOUR PAGE

OLDSMOBILE CARS.

No Lights During Day Necessary.

Driving with lights on during the day time to keep the battery from becoming overcharged is not necessary with the 1931 Oldsmobile. This car is equipped with a thermostatic regulator which automatically limits the output of the generator when excessive charging might injure the battery.

Drop centre rims are standard equipment on all wheels of the 1931 Oldsmobile, materially facilitating the changing of tyres. To remove the tyre, all that is required is to fully deflate it and push the upper part into the centre channel of the rim. The tyre then can be easily pulled off at the bottom. Since it is not necessary to remove the rim, the rim is built into the wheel.

Ninety-nine out of a hundred accidents are due to human error on the part of the driver, according to Oldsmobile engineers. They say that modern automobiles are designed and built with the safety factor uppermost, with the result that an accident due to mechanical defects is extremely rare.

NEW SEDAN.

Latest Product of Ford Company.

A new convertible sedan, combining all the advantages of an open car with closed car comfort, has just been announced by The Ford Motor Company. The new body, with its slanting windshield, is one of the most attractive in the Ford de luxe group. It accommodates five persons comfortably.

The top, which may be quickly lowered, folds flat and may be enclosed in a boot. The upper structure is rigid—a new development in convertible car construction—eliminating the possibility of vibration noise. The top is of attractive tan rubberised material. Garnish mouldings are in walnut finish.

Two wide doors permit easy entrance. The door windows and quarter windows may be raised and lowered with regulators. The driver's seat is adjustable. The front passenger seat folds down to permit entrance to the rear. The seat cushions are finished in dark tan genuine leather. A depression in the floor of the rear compartment adds to the comfort of passengers, allowing ample leg room.

TEST YOUR NEW CAR

Say General Motors Engineers.

Many persons will purchase new automobiles in the three months ending October 1. The vast majority of these buyers would appreciate expert advice in assisting them in making their selection, but where this cannot be obtained the following suggestions may aid them.

"Request a demonstration so you can actually drive the car and learn its performance characteristics before purchasing," advise General Motors engineers.

"Remember that the new car should ride and drive easier than your old automobile as it should represent numerous new engineering achievements. For this reason it is advisable to drive the new car for several miles to become accustomed to its feel—before starting to test its performance."

"A paved highway with light traffic is best for testing speed, braking power, engine smoothness at various speeds, acceleration and quietness of operation. Where steep grades are accessible, hill climbing abilities may be tested. Flexibility of transmission and its ability to

shift smoothly from high to second gear, so that the braking power of the engine can be used on down grades, also can be tested on the hills.

"A stretch of rough road will quickly disclose roadability, riding comfort, steering ease and body construction. A final drive in traffic, testing brakes, acceleration, gear shifting and steering ease should give a motorist a good idea of car performance."

"Every detail of the design of each General Motors car is thoroughly tested by the engineering department, both for actual performance and in comparison with other cars in its price class, before it is adopted. It is only right that the buyer use the same care and method of determining its quality before making a purchase. For this reason we encourage prospective buyers to take a demonstration before making a final decision."

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often heard and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

BRITISH MOTORS.

New Company for Distribution.

That the British motor trade has a great opportunity in the Argentine is the opinion of Mr. R. C. Rootes, who has made a thorough survey of the country, and nothing short of the establishment of their own marketing organisation can be sufficiently important to look after potential business. After coming to this conclusion, he immediately got in touch by telephone with the London headquarters of Rootes, Ltd. Conversation with his brother, Mr. W. E. Rootes, and other members of the Board led to rapid decisions being taken, with the result that premises in a leading Buenos Aires thoroughfare are now under negotiation. A new Company—Rootes (Argentina), Ltd.—is in process of formation and will look after the distribution and servicing of the Humber-Hillman-Commer Group products.

Cars and spare parts had already been sent to Buenos Aires in connection with the British Trade Exhibition and orders received since it opened were shipped immediately. Messrs. Rootes already have a resident Representative and Service Engineer in the Argentine.

Mr. R. C. Rootes made it clear that an instantaneous response in large volume was improbable.

He is convinced, however, that British cars and commercial vehicles have every opportunity of successfully penetrating Argentina's market so long as their manufacturers are prepared to continue with the courageous effort initiated by the Exhibition.

The Argentine market offers a fertile field for British endeavour, he says, and there can be no doubt that this country's prestige and trade will be enormously enhanced by energetic and courageous methods on the part of Britain's leaders of commerce. Certainly, the firm he represents has shown the way, and he emphasises that they intend to stay there and make good.

\$3,000,000,000 IN 1931.

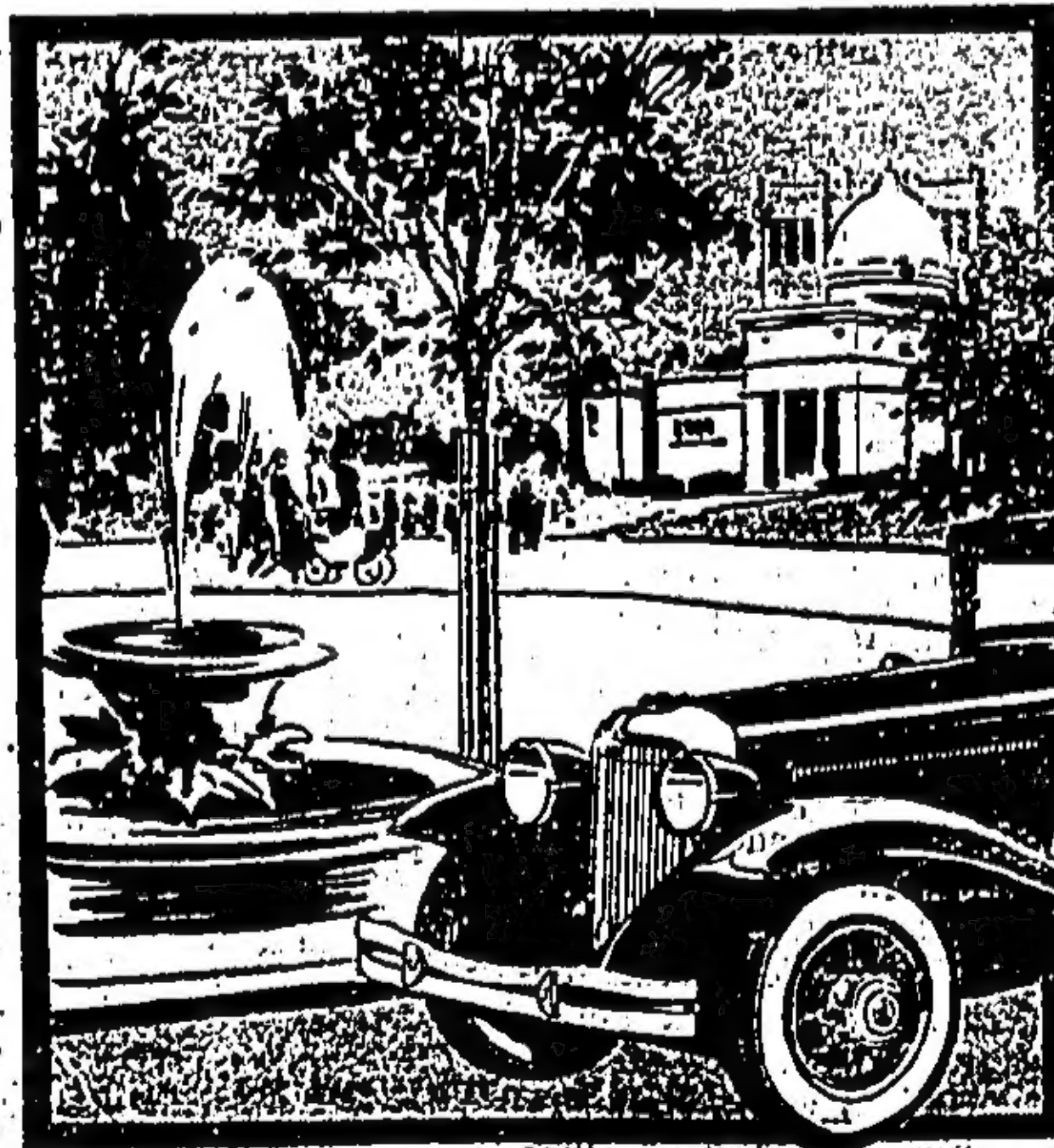
World's Highway Bill.

One hundred and ten nations of the world will spend at least \$3,000,000,000 on roads and road construction during 1931. World-wide investigations by the United States Chamber of Commerce, disclose that in the majority of countries the road building has been stimulated as a measure of unemployment relief, and as a consequence, world highway budgets were larger in 1930 than in 1929, and are expected to be larger than ever before in 1931.

The United States leads in the highway construction programme with estimated expenditures to reach \$2,000,000,000 during the year. Many other countries are proportionately increasing their highway budgets to relieve unemployment. From Japan comes the news of a special and additional 4,000,000 yen for 1931 roads; the Canadian expenditures are expected to be increased by \$20,000,000. Mexico is pushing its great trunk highway system to give Mexico City modern highway connection with Vera Cruz on the Gulf and Laredo and the United States on the north. Argentina in the closing days of 1930 issued a decree calling for bids for the construction of some 800 miles of paved highways with an estimated outlay of \$200,000,000 or more. Algeria, the Sudan, Czechoslovakia and Greece—all have increased their 1930 budgets. Yugoslavia has a \$13,000,000 project on foot for approximately 500 miles. Hungary has an ambitious programme already under way and Bulgaria has doubled its highway budget for the previous year. Italy has a vast Public Works programme employing close to 60,000 men for highway construction. Belgium, Austria and the United Kingdom all have additional plans for the year. In the Philippines \$6,000,000 are to be used for highway construction.

NOW HERE AN ENTIRELY NEW CHRYSLER SIX

A fine, big Six with a wheelbase of 116 inches, and a 70-horsepower engine for greater pick-up, speed, smoothness and endurance. A new Six with a double-drop frame that creates a dashing effect in appearance as well as a perfection of balance that benefits both safety and performance. In body construction, the New Chrysler Six excels—as much as it does in its chassis and engine. It has a virtually one-piece, welded steel body that combines tremendous strength with rich appointments, and



comfortable roominess—a motor car body that really protects you as it carries you silently and restfully over the miles. The value in this car will change all your conceptions of value standards.

INSPECTION CORDIALLY INVITED.

THE NATIONAL MOTOR CAR CO.

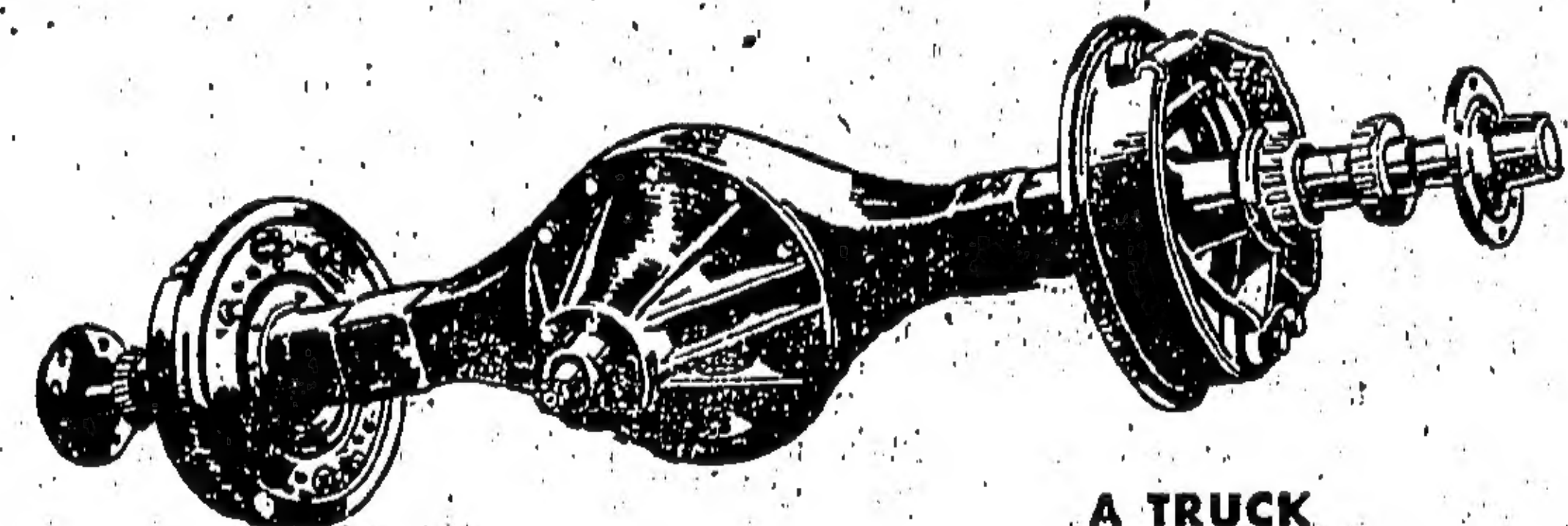
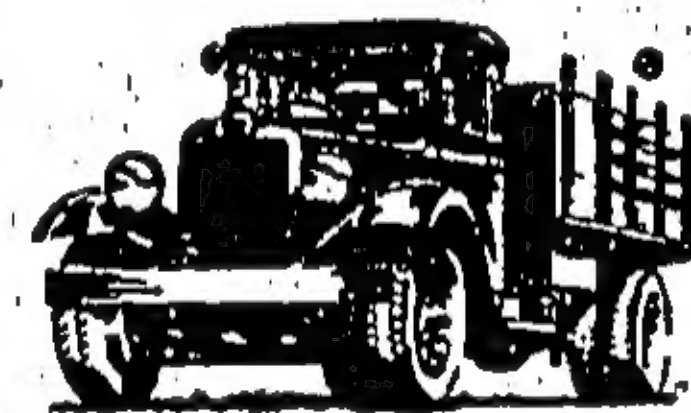
These Cars are on display in Town at

33, DES VOEUX ROAD CENTRAL.

NOW HERE DODGE TRUCKS

DEPENDABLE · ECONOMICAL · CAPABLE

Do MORE WORK AND
MAKE MORE PROFITS



A TRUCK

FOR EVERY HAULING NEED

STANDARD TRUCKS

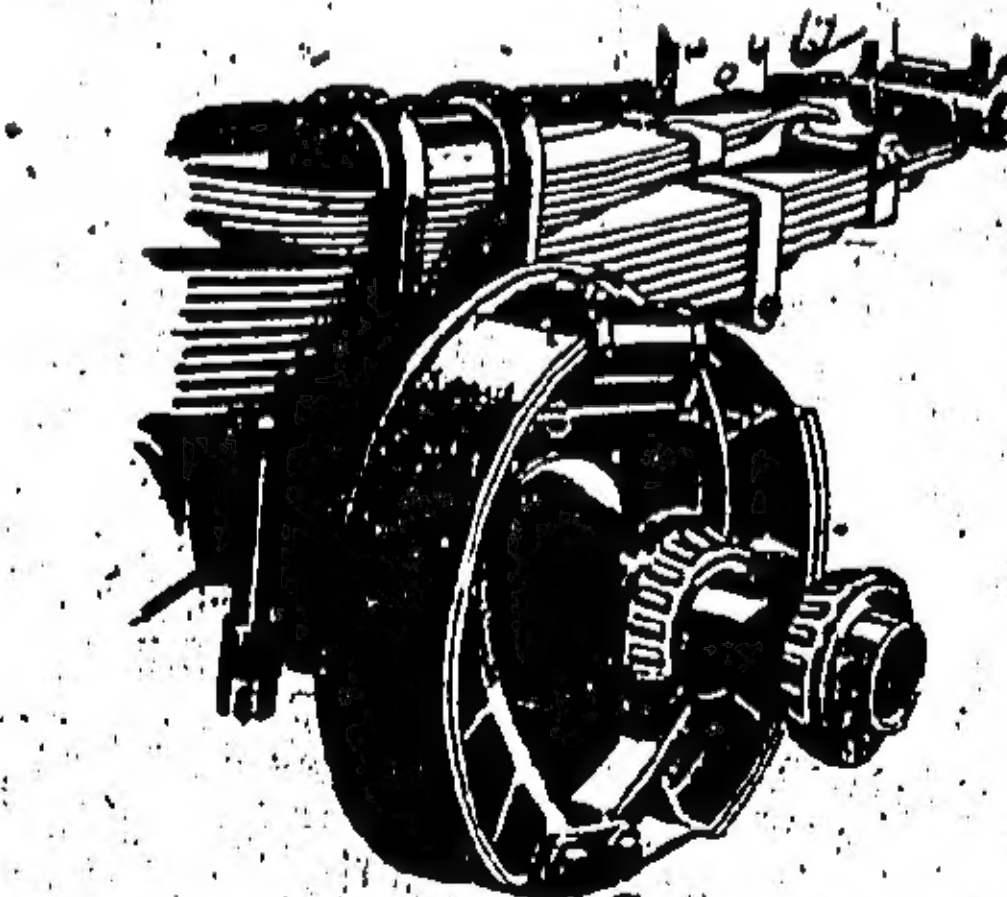
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied wheel brakes are internal-expanding and therefore weatherproof... self-equalizing and exerting uniform braking on all wheels... positive... easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

THOSE CORNERS.

Should Be Banked and Not Cambered.

There are signs that the highway authorities in certain parts of Britain are constructing main-road bends and corners slightly banked instead of cambered in the ordinary way. The development is one which every motorcyclist should welcome with the greatest enthusiasm. In a leading article on the subject Motor Cycling says:

"We sincerely hope that the tendency towards this more rational method of road building is one which will be given every encouragement by the Ministry of Transport and which will rapidly spread to all parts of the country. Banked main-road, corners and bends are to be found in many Continental countries, particularly in Italy, where they are recognized as being an important factor in promoting safety, and so far we have heard of no disadvantages associated with them."

"Motor cyclists, by reason of the exceptional controllability of their machines, are not so much affected by the camber of the road on a bend as are car drivers, but correctly banked bends would be a great advantage to us because they would remove the temptation from which so many car drivers suffer, to cut corners so as to enjoy the advantage of a favourable camber."

"We look forward to the time when all fast main-road bends and corners will be suitably banked and when, in consequence, cutting corners will cease to be a temptation. The assistance in cornering which is afforded by a slight banking has been recognized in railway engineering for over a century, and came into considerable prominence when Brooklands track was first opened 24 years ago. It is surely rather surprising that our highway authorities are only just beginning to appreciate its importance and to allow its advantages to be enjoyed."

THE CHOKE.

Pitfalls Amateurs May Avoid.

Nearly all automobiles produced to-day are equipped with a strangler or "choke" for use in obtaining a rich mixture when starting the engine. It is a device which is very necessary and wonderfully efficient if it is used properly. In many cases, however, the motorist has incorrect ideas, as to its use and the effects which it causes. Considerable damage may be caused by improper use of this simple fitting.

The strangler is a shutter fitted to the air inlet of the carburettor, so that the driver can reduce the amount of air drawn in and increase the suction on the jet. This results in a very rich mixture being supplied to the cylinders a mixture which in the ordinary way would be far too rich for efficient working if allowed to continue.

Too Rich a Mixture.

It would soon up the insulators of the plug and reduce the efficiency of the spark and cause misfiring. The sole reason for the strangler is to get a proper mixture into the cylinders for starting. When the engine has been left idle there is more or less pure air in the cylinders. If the correct working mixture were admitted, it would mix with this air, and the result would be a weak mixture difficult to ignite.

The rich mixture caused by the closed strangler makes with the air in the cylinders, the right mixture for starting. Once the engine has started, the strangler must be opened at once, or else too rich a mixture will be supplied. Some motorists try to warm up their engines more quickly by keeping the choke fully closed for an appreciable time.

This is a great mistake and may well result in serious wear and trouble. If the engine requires warming up before it will pull properly use it in the normal way with the strangler as far open as possible and run steadily for a few minutes.

T.T. NORTONS.

New Features: Rubber Shock Absorber.

Several interesting features are included in the Norton machines, which scored such sensational successes in the recent British Junior and Senior Tourist Trophy races. In the engine itself no radical changes have been made. The same system of dry-sump lubrication is retained, and the characteristic bevel-driven overhead camshaft remains unaltered. The frame also is identical with the cradle frame used in last year's race.

Mounted on the engine shaft is a new shock absorber, which is of the rubber-buff type. There are four vanes on the driving member and four on the sprocket, which is free to float on a bush, and is driven by a series of rubber buffers between the two sets of vanes. The assembly is very neat.

A four-speed Sturmey-Archer gear box is fitted, and it is controlled by foot-operated, striking mechanism on the right-hand side. The primary chain is lubricated by an adjustable drip feed from the main oil tank.

Fixed to the bottom of the cradle frame is a neat cast-aluminium central stand of a height permitting the machine to be lifted easily on to it. A fuel tank capable of containing 3½ gallons is used, and a very simple "snap-on" filler cap is fitted to both oil and petrol tanks.

Incorporated in the lower link of the spring forks is a shock absorber with a large hand-wheel for instantaneous adjustment. The machine, which, of course, is of the single-port type, is the most workman-like-looking job, and, except for the size of the engine, the Junior machine is identical with the 490 c.c. model.

MOTOR PROGRESS.

Growth of Industry in Britain.

London, July 3.

That in a few years' time the manufacture of motors will be Britain's largest industry, is the expectation confidently expressed in the annual report of the Society of Motor Manufacturers and Traders, which points out that the motor trade already ranks among the first five British industries. The British motorist, however, will find in this forecast little solace for he is the most heavily taxed car user in the world. For motor vehicles, excluding motor cycles nearly forty-two millions sterling were paid in taxes last year, including practically sixteen millions in petrol tax.

The report supplies a variety of other figures and statistics of interest to the motorists. From its pages can be gleaned the information that the average life of the British car is 7 years 9 months (compared to 6 years 9 months in the United States) that the average annual mileage is 7,000 and that 90 per cent. of the new cars sold are saloons.

The number of motors in the world is given as 35,781,995, an overwhelming majority being from the United States. The United Kingdom, which comes second, has a million and a half compared to the nearly twenty-seven millions in the former country. The report mentions that Britain last year produced 236,523 cars—1,877 fewer than the second figure of 1928.

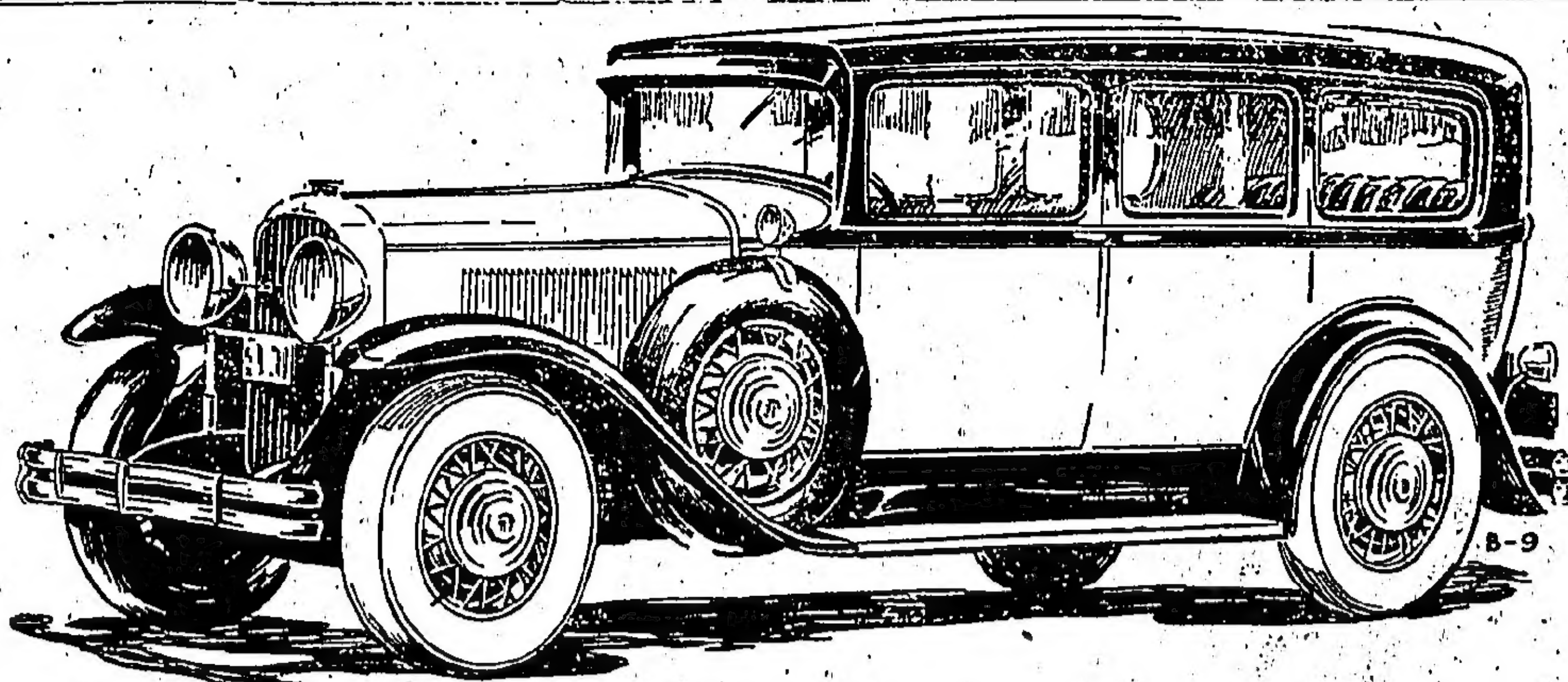
on a low gear. Open the strangler fully as soon as ever the engine permits.

Using The Strangler.

The strangler may be used to get easy starting without any chance of sooting the plugs or other troubles by following certain rules. When shutting off the engine after a run do not stop it by switching off with the throttle closed. Instead, open the throttle slightly and speed up engine. Then switch off and, with the throttle still slightly open, close the strangler. The engine will then come to rest with a very rich mixture in the cylinders.

Do not close the throttle or open the strangler until the engine has stopped otherwise the result of the procedure will be lost. When subsequently starting the engine do not turn it over before switching on. Switch on first and start up in the ordinary way. In nine cases out of ten the engine will start at once.

A trouble which is directly due to the excessive use of the strangler is the drawing of liquid petrol past the piston rings and into the crank case. This washes the oil from the cylinder walls, dilutes the lubricant in the sump and causes rapid wear of pistons, piston rings and cylinders due to inadequate lubrication.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models ... H.K.\$6,955 to H.K.\$ 7,525
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FLAMELESS PETROL

Experiments That Will Bring Safer Motoring.

That flameless combustion will be the outstanding development of the future in automobile engineering was the prediction made by Professor F. G. Bender, of Oregon State College engineering department, in a discussion at a meeting of the Society of Automotive Engineers.

The use of "dopes" for fortifying petrol is a makeshift, he said; it does the work, but it is not the final solution. Motorists want to use "straight fuel" and also prevent detonation.

Experiments are striving for that ideal with a standard car compression increased to seven to one, and even higher. "I believe flameless combustion offers the way out," said the Professor. "It differs from ordinary combustion, as the wireless is different from the telephone."

"We are entering a new field of combustion engineering," he continued, "burning oil without flame."

A liquid fuel can be burnt without flame in an apparatus in the college laboratory. The heat is so intense and the fuel burns so rapidly that the carbon is entirely consumed and carbon dioxide, with no poisonous monoxide gas, is formed. Motor-cars will be safer when this flameless combustion becomes a commercial possibility.

Experiments are being made in the development of this process at several laboratories. They will be watched with interest by motorists and the motor industry alike.

HOME DELIVERY SERVICE.

Morris Motors, Ltd., announces an extension of the facilities offered to those purchasing Morris cars for use during "home leave" and subsequent shipment, in the shape of completion by the Morris Works of the following formalities:—

1. Obtaining of home driving licence.

2. Home registration.
3. Insurance (covering use of car at home and overseas over 12 months).
4. Membership of Automobile Association or Royal Automobile Club (if desired).
5. Delivery of car anywhere in Great Britain (at an inclusive charge of 6d. per mile).

Prospective "home leave" Morris car purchasers are invited to consult in good time their local Morris Distributors, who will supply full details of the Morris range and submit an inclusive quotation for any Morris model covering initial cost together with packing and shipment from England to the port of return.

Allowances on old cars as part-payments will be gladly considered. Immediately a purchase has been arranged, the Morris Distributors provide an application form for a home driving licence, and negotiate with Morris Motors, Ltd., for the provision of the services outlined above.

The new Morris owner arrives in England to find his car waiting for him wherever desired—on the very quay, if necessary—all ready for him to drive, every tiresome formality having been fully attended to by Morris Motors, Ltd., during the voyage. On the completion of the first 500 miles of his leave motoring, a definite schedule of free service is offered him, either at the Morris factory itself or at the hands of any one of the 1,750 authorised Morris Home Distributors or Dealers he may care to name. When his leave is up, he may either return his car to the Morris Works in person, or it will be collected from any part of Great Britain (at an inclusive charge of 6d. per mile) for the factory to examine, make any reasonable adjustments free of charge, and pack and ship direct to the port to which he is returning.

It will be readily agreed that the new Morris "Home Delivery" Service enables the overseas visitor to start running a new Morris car in England as easily as if he were actually living in that country, and is calculated to increase materially the enjoyment of those on leave.

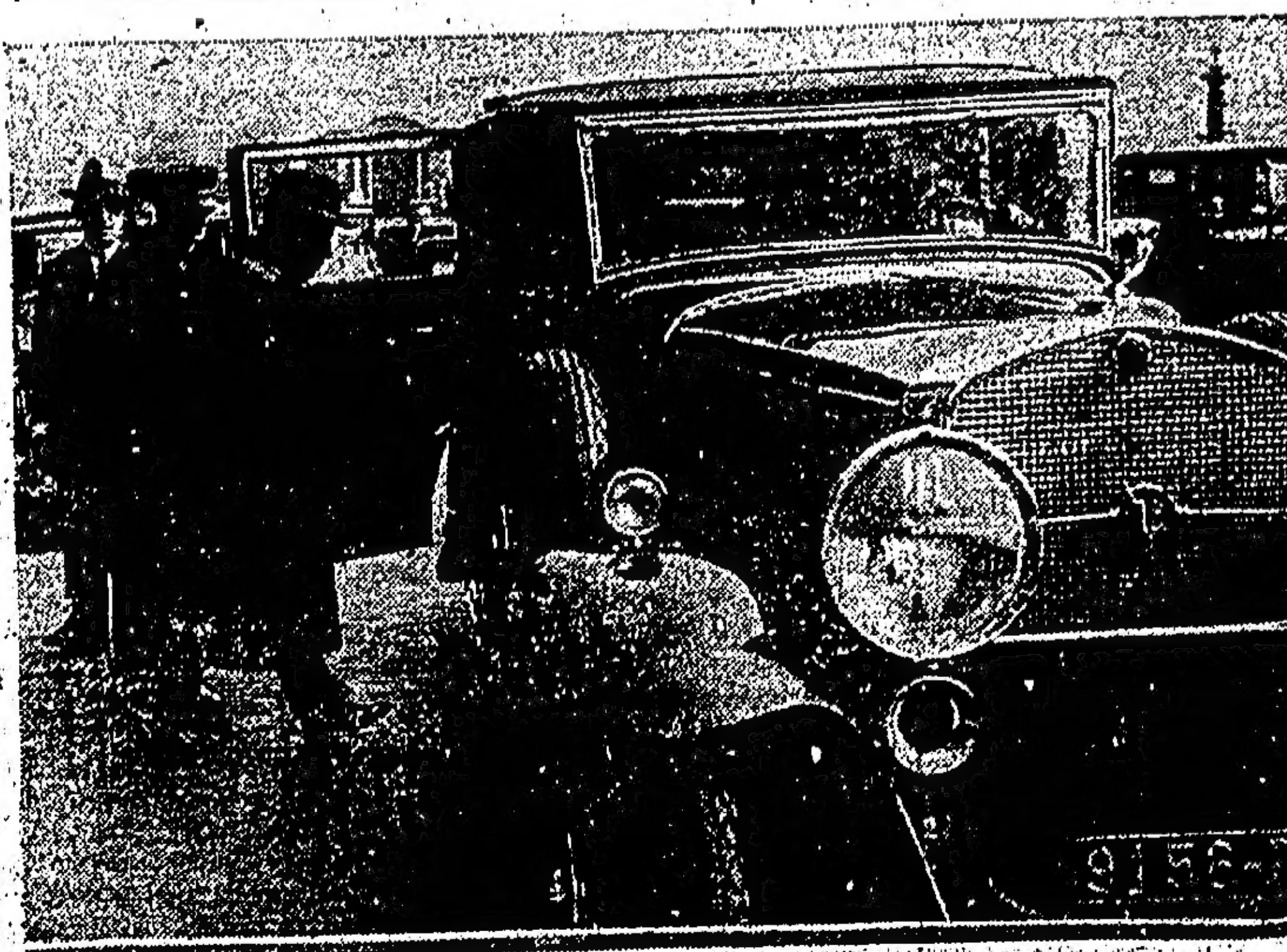
TRAFFIC THROUGH THE HOLLAND TUNNEL.

The Holland Tunnel which connects the states of New York and New Jersey is two miles long. Ninety feet under the mighty Hudson River, on which ferry boats, tugs, barges and great ocean liners constantly travel back and forth, this white tiled vehicular passage hums to the sound of a solid line of cars rolling along at a minimum speed of thirty-five miles an hour.

In 1930 more than 12,000,000 cars passed through the Holland Tunnel. They came from every state in the union; they included every make and every type of car—old and new. Yet only one in 19,000 had "motor" trouble. Only one in 18,000 had tyre trouble. Even considering faulty driving, only one in 28,000 had a collision of any sort.

In these terse figures is condensed the whole story of automotive improvement, and the most convincing proof of the safety and dependability of the modern motor car.

FAMOUS MOTION PICTURE COMEDIAN VISITS PARIS



Charlie Chaplin, internationally popular screen star, uses a V-16 Cadillac during his visit to Paris.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDLEBY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road. C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27787.

MOTOR OILS.

GARGOYLE MORILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Richard Arlen
Fay Wray
and
Jean Arthur.



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CURRENT SPORTING GOSSIP

THE PERFECT GOLF DRIVE.

Methods of the Great Players.

IMITATION PAYS.

No shot in golf gives so keen a delight to the player as a fine long drive, when the ball has been struck right in the middle of the club face. Every golfer would give anything to be able to drive so far and sure as Bobby Jones or the incomparable Miss Joyce Wethered, writes C. B. MacFarlane in the Evening News.

If the driving is good the rest of the game is made easier and the other strokes, including even the putting, seem almost automatically to string together easily and comfortably.

There are no magic short cuts to sustained success in golf, but there is one point which, while a little difficult to master, certainly tends to make long driving somewhat easier than it is to most golfers.

Every good golfer, after reaching the top of the swing, where the wrists have done their little piece of work in throwing the clubhead over the right shoulder, holds the wrists in their coiled-up position as long as possible.

Thus the start of the down swing is done solely by the pull down of the hands. The wrists remain coiled up, but the hands are brought down.

When about waist high in the down swing the clubhead is still well behind, with the wrists ready to flick the clubhead forward just before impact. And this is the crucial moment, when the thrust of the right hand and forearm comes into the apparently complicated movement.

It is also important to note that the whole movement is kept in control by the taut left arm which, during the down swing, has been pressed into the chest quite firmly. I know one very good golfer who drives quite a long ball and who makes a particular point of keeping in the upper portion of the left arm so close to the body that even a handkerchief in the breast pocket, in his view, would hamper him.

He says that it is only by keeping the left elbow well in throughout the down swing that he is able to prevent the clubhead from swinging out and then coming in across the ball. When the clubhead does that, the inevitable result is a sliced drive, and I must agree that it is not often that I see this golfer go to the right with his tee shots.

Where he picked up this I do not know, but it is an excellent one. If we could all get into the habit of pressing the left elbow into the body immediately the down stroke starts I am certain we should drive the better for it.

It results in keeping the wrists ready for action to uncoil at the correct moment, speed up the clubhead, and get perfect timing into the stroke. I have tried it out and found it admirable, especially with the short mashie shots at which all golfers are apt to do too much with the right hand.

When Bobby Jones went round Sunningdale in 66 he said that he felt his left arm doing most of the work. It was pushing the clubhead back and guiding it down. He knew that nothing could go out of gear and that he could place the ball almost where he wished.

Jones was noted for a very straight left arm, although some still decry this method.

No Forces Needed.

It is curious that women golfers are particularly prone to uncoil the wrists too soon in the down swing. When they do so their arms and wrists arrive at the ball in a straight line. There can be no sudden wrist thrust imparted to the clubhead, which just pushes the ball off the tee.

The fact is that too many golfers begin their wrist work too soon, both in the upswing and the downswing. But if the clubhead is pushed away with the left hand only, there is a better chance of the wrists setting into the correct position at the top and coming into the stroke smoothly and easily.

The player need not exert the slightest force, but may then leave the clubhead to do its job of driving the golf ball straight and far. Those two successful British

KOWLOON TEAM FOR CANTON.

Twelve Swimmers to Make Trip.

FIRST ON RECORD.

The proposed visit to Canton by a swimming team from Kowloon on Saturday is believed to be the first one on record of this nature. The team is comprised of the following:—F. Angus, B. Stoker, T. Henry, R. W. Raiton, N. L. Raiton, E. W. Raiton, I. White, C. Aris, G. Hedley, T. Paget, J. Grenham and W. Brokenshire. The events which will be decided in the Shamoon Bath at 9 on Saturday evening are as follows:—100 yards (Free Style); 50 yards (Free Style); Team Race; 50 yards (Breast Stroke); Diving; and Water Polo.

SCOTTISH LEAGUE FOOTBALL.

Four Matches Decided Yesterday.

MOTHERWELL & PARTICK WIN.

London, Yesterday. The following were the results of today's programme in the First Division of the Scottish League:—
Airdrieonians 0 Partick T. 3
Ayr U. 1 Motherwell 3
Celtic 3 Hearts 0
Hamilton A. 1 Kilmarnock 3
—Reuter.

Our Sports Diary.

LOCAL.

LAWN BOWLS—Saturday—Division I.—Talkoo R.C. v. Craigengower C.C.; Civil Service C.C. v. Kowloon C.C.; Club de Recreio v. Kowloon B.G.C.; Division II.—Craigengower C.C. v. Talkoo R.C.; Kowloon C.C. v. Civil Service C.C.; Kowloon B.G.C. v. Club de Recreio; Electric R.C. v. Yacht Club.

ABROAD.

CRICKET—To-day and Tomorrow—Middlesex v. Derbyshire at Lord's.

Sussex v. Lancashire at Eastbourne.

Kent v. Worcestershire at Dover.

Essex v. Notts at Southend.

Somerset v. Surrey at Taunton.

Gloucestershire v. Glamorgan at Chepstow.

Northamptonshire v. Yorkshire at Northampton.

Saturday, Monday and Tuesday—Middlesex v. Kent at Lord's.

Surrey v. Yorkshire at the Oval.

Hampshire v. Leicestershire at Bourne.

Sussex v. Worcestershire at Eastbourne.

Essex v. New Zealand at Southend.

Gloucestershire v. Warwickshire at Gloucester.

Notts v. Lancashire at Nottingham.

Derbyshire v. Glamorgan at Chesterfield.

L/CPL. COTTLE WINS BILLIARDS TITLE.

S/Sgt. Pollard Defeated in Army Tourney.

BREAK OF 73.

Before a large crowd at the Soldiers' Club last night, L/Cpl. Cottle, R.E., defeated S/Sgt. Pollard, R.E., in the final of the Army Billiards Championship by 122 points. Pollard played pluckily up to the 300 marks but after that Cottle went too far ahead to be caught. The winner's highest break was one of 73; though the loser did not reach such high breaks he returned three valuable efforts of above thirty.

Scores:—

L/Cpl. Cottle, R.E. ... 500

S/Sgt. Pollard, R.E. ... 378

SOUTH AFRICAN ATHLETES.

High Jumper Clears 7 Feet 7 Inches.

FOOT ABOVE RECORD.

Startling news concerning high jumping in Africa has just reached an old athlete, Joe Binks, in London. According to Mr. J. W. Roome, the missionary, who has crossed Central Africa alone and unarmed many times there are men capable of beating the world's record of 6 ft. 8½ in.

When Mr. Roome arrived at Gatsibu, King Muzinga ordered his famous jumping youths to give a performance. One of them, named Kunyamuhunga, of the Watutsi tribe of Ruanda, which adjoins Great Britain's protectorate of Uganda, cleared the bar at 7 ft. 7 in.—nearly a foot over the world's record.

Mr. Roome stated that he carefully checked this marvellous jump, and added that several other tall, athletic tribesmen cleared 6 ft. 8½ in. These youngsters live chiefly upon milk. "I therefore leave the simple hint for our high jumpers, who should now know what to do for Los Angeles records next year," writes Mr. Binks.

For years African natives have been noted for their extraordinary high jumping. But they are accustomed to taking-off on a rise well above the level ground.

CONTRADICTION IN L.T.A. RULES.

The Ball Which Hits Net Post.

WHOSE POINT?

After numerous re-draftings of the laws of lawn tennis it seems funny that a contradiction still exists.

It concerns the ball that hits one of the net posts and goes into play. In a recent match players claimed the point and referred to rules which bore out their contention.

The referee on being appealed to was unable, in view of the fact that the rules conflicted with each other, to give a decision, and as matters stand at present the point cannot be decided.

Paragraph B of rule 17 of the Rules of Lawn Tennis states that a player loses the point if he returns the ball in play so that it hits the ground, a permanent fixture, or any other object which bounds his opponent's court.

On the other hand Rule 20 decrees that it is a good return if it touches the net cord or posts.

I never like to see a player rise on the left toe. It is not only unnecessary but unsafe, for not only is the position insecure, but there is a real danger of balance being lost at the top of the swing.

It is a fault very common in women's golf, and it accounts to some extent for the slack and floppy manner in which the ball is struck.

Charles A. Whitcombe.

STAR

TO-DAY TO SATURDAY

At 2.30, 5.20, 7.20, & 9.20.

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A New Triumph!



Greta GARBO

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Anna Christie

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AFTERNOON FROCKS.



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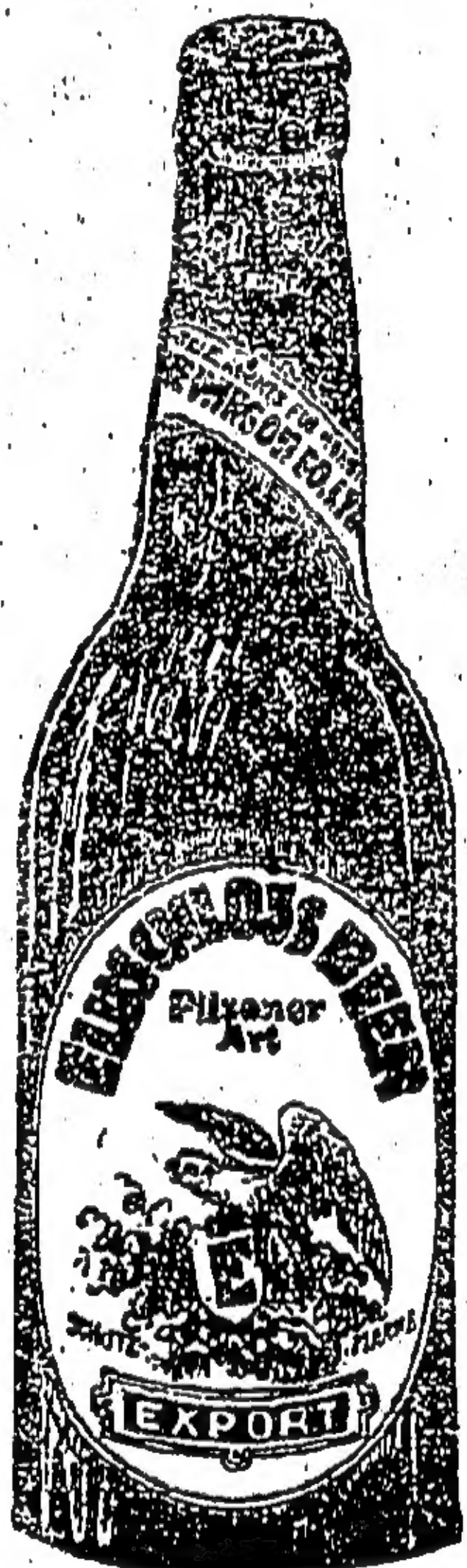
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KING'S CUP AIR RACE
WINNERS.Oxford Rowing Blue's
Victory.

WINIFRED SPOONER'S PILOT.

Flying in shocking weather, twenty-one of the forty-one entrants and forty starters in the King's Cup Air Race completed the 982½ miles course.

The prize-winners were:—

1. King's Cup and £250, given by Lord Wakefield of Hythe.—

Flying Officer E. C. T. EDWARDS, on a "Bluebird".

Hermes, entered by Mr. Robert McAlpine. Average speed 117.8 m.p.h.

2. £100, given by Lord Wakefield.—

Flight-Lt. F. G. GIBBONS, on a "Spartan". Hermes. Average speed 109.1 m.p.h.

3. £50 and £100 for fastest time, both given by Lord Wakefield.—

Lt. GEOFFREY RODD, R.N., on Pass Moth. Average speed 127.5 m.p.h.

Flying Officer E. C. T. Edwards began his flying career as a member of Oxford University Squadron. At the University he got his rowing blue. He was granted a permanent commission in the R.A.F. in 1928, and is now Assistant Adjutant in No. 600 City of London Auxiliary Squadron.

He was the pilot who accompanied Miss Winifred Spooner in an attempt last year to make a record flight to the Cape. Their machine fell into the sea off the coast of Italy, and Miss Spooner swam a long distance to shore to obtain assistance. They both had narrow escapes.

The first lawn tennis court ever laid out was in the grounds of his ancestral home, and he himself played in the first game on the court.

World Champion.

He was the only amateur who ever held the racquets championship of the world. He won the title 70 years ago by beating Erwood, the champion professional. The following year he resigned the racquets title.

He sat in Parliament for various divisions of Kent for 40 years, and was Disraeli's Chief Whip. So close was the friendship between the two that Sir William was the first man to whom Disraeli confided his intention to retire.

Later he served under Lord Salisbury, and was made Chief Secretary for Ireland.

He remembered the Crimean War, the Indian Mutiny and the Franco-Prussian War of 1870.

Kindly Critic of To-day:

Yet in spite of his great age and eminence in sport and politics three generations ago he had few complaints to make about the way things were run to-day.

He was fond of saying that cricket was as good as ever, and his only complaint about Parliament to-day was that the speeches were not long enough. He was very much in favour of more women M.P.s.

The head of one of the oldest families in Kent, Sir William always took a great practical interest in his county even when over 90.

He was the seventh baronet and succeeded his father in 1875.

Lullingstone Castle, where he was born, lived, and died, is full of art treasures and relics collected by the family in its long history, and one of the most interesting of these is an old leather bag full of old coins. These coins have been put in the bag by successive heirs to the castle on their marriage, and to count them is considered unlucky. Sir William's son was the last to put a coin in the bag.

Diamond Wedding Last Year.

During the last 25 years since his retirement from Parliament, Sir William Hart Dyke has lived a very quiet life in the castle with his wife, Lady Emily Hart Dyke, who is herself 83. They celebrated their diamond wedding last year.

He entered Parliament in 1865 as a young man of 23, and in three years was a Conservative Whip.

From 1868 to 1874, when Mr. Gladstone was in office, he remained a whip, being one of Disraeli's right-hand men. When Disraeli came into power Sir William became Secretary to the Treasury and Chief Whip, an office which he held until Disraeli left politics.

Secretary For Ireland.

Lord Salisbury chose him for Chief Secretary for Ireland in 1885, and two years later he was made vice-president of the Committee of the Privy Council on Education, the predecessor of the Board of Education.

It was a chance meeting with Mr. Heathcote, the champion gentleman player at tennis (old style), in 1873 which resulted in tennis as it is known to-day.

They talked about how the game might be made better, and then sat down with a pencil and paper and

LIFE OF SIR W. HART
DYKE.Drew Up Rules of
Lawn Tennis.

A WORLD CHAMPION.

Sir William Hart Dyke, the "grand old man" of Kent, politics and sport, died at his home, Lullingstone Castle, Eynesford, Kent, aged 93, on July 3.

His connection with active politics went back longer than that of anyone else in the country, and he held his first political post—

Secretary to the Treasury—as far back as 1874. He was one of Disraeli's confidantes and right-hand men.

In the world of sport Sir William made his name at cricket, tennis and racquets before most of those people whose names are connected with these games to-day were even born.

The oldest old Harrow boy he had been to every Eton and Harrow match for 80 years.

He was one of the oldest members of the M.C.C. and the only survivor of a small committee which drew up the rules of lawn tennis as played to-day.

The first lawn tennis court ever laid out was in the grounds of his ancestral home, and he himself played in the first game on the court.

World Champion.

He was the only amateur who ever held the racquets championship of the world. He won the title 70 years ago by beating Erwood, the champion professional. The following year he resigned the racquets title.

He sat in Parliament for various divisions of Kent for 40 years, and was Disraeli's Chief Whip. So close was the friendship between the two that Sir William was the first man to whom Disraeli confided his intention to retire.

Later he served under Lord Salisbury, and was made Chief Secretary for Ireland.

He remembered the Crimean War, the Indian Mutiny and the Franco-Prussian War of 1870.

Kindly Critic of To-day:

Yet in spite of his great age and eminence in sport and politics three generations ago he had few complaints to make about the way things were run to-day.

He was fond of saying that cricket was as good as ever, and his only complaint about Parliament to-day was that the speeches were not long enough. He was very much in favour of more women M.P.s.

The head of one of the oldest families in Kent, Sir William always took a great practical interest in his county even when over 90.

He was the seventh baronet and succeeded his father in 1875.

Lullingstone Castle, where he was born, lived, and died, is full of art treasures and relics collected by the family in its long history, and one of the most interesting of these is an old leather bag full of old coins. These coins have been put in the bag by successive heirs to the castle on their marriage, and to count them is considered unlucky. Sir William's son was the last to put a coin in the bag.

Diamond Wedding Last Year.

During the last 25 years since his retirement from Parliament, Sir William Hart Dyke has lived a very quiet life in the castle with his wife, Lady Emily Hart Dyke, who is herself 83. They celebrated their diamond wedding last year.

He entered Parliament in 1865 as a young man of 23, and in three years was a Conservative Whip.

From 1868 to 1874, when Mr. Gladstone was in office, he remained a whip, being one of Disraeli's right-hand men. When Disraeli came into power Sir William became Secretary to the Treasury and Chief Whip, an office which he held until Disraeli left politics.

Secretary For Ireland.

Lord Salisbury chose him for Chief Secretary for Ireland in 1885, and two years later he was made vice-president of the Committee of the Privy Council on Education, the predecessor of the Board of Education.

It was a chance meeting with Mr. Heathcote, the champion gentleman player at tennis (old style), in 1873 which resulted in tennis as it is known to-day.

They talked about how the game might be made better, and then sat down with a pencil and paper and

DULWICH AGAIN PLAY
TONBRIDGE.Incident Which Caused
Cancellation.

SMOKING SCHOLARS.

For the 22nd time for 19 years Dulwich College and Tonbridge School met at cricket this season at Dulwich.

Before 1912 the two schools had a yearly fixture, and the suspension was due to smoking by Dulwich boys. A Dulwich old boy told the Evening News how it happened. He said:

"In 1912 my school were playing at Brighton, and some of the team smoked while they were not in the field. Smoking by boys was then regarded as a far greater offence than it is now, and when the matter was reported to the late Rev. A. H. Gilkes, our headmaster, he, as a punishment, cancelled the coming match with Tonbridge, which was always a most popular fixture with Dulwich."

"Probably the match would have been rearranged before now, if the war had not come two years afterwards. But both schools, by the end of the war, had become accustomed to not meeting at cricket, and their seasons' fixtures were made without considering the resumption of the old rivalry."

"Some months ago, however, an invitation was sent to Tonbridge to come to Dulwich for a one-day game, and it was accepted, and to-day's match was fixed up."

"WOLF" LARSEN DIES
IN POVERTY.Hero of Match with
"Battling" Siki.

AMATEUR CHAMPION.

"Wolf" Larsen, once amateur light-heavy-weight champion of the United States, has died in poverty in the King's County Hospital, New York.

As champion he fought Gene Tunney and other stars, and during his professional career he beat "Battling" Siki in Holland in 1922.

His professional earnings were quickly spent, and he passed his latter years in gaols, missions, and hospitals in Brooklyn.

MARLBOROUGH BEAT
RUGBY.Conclusive Victory at
Lord's.

London, July 30.

To-day the match between Rugby and Marlborough which commenced yesterday at Lord's concluded in a win for Marlborough by seven wickets.

The following were the scores: Rugby 92, and 175; Marlborough 36 (Gemmill 8 for 45), and 62 for 3.

If any cricket selection committee is to be restricted in the making up of a future team to the players who represent the first-class counties, I fear that the end of their two years of office will leave us just as we were.—H. A. H. Carson.

drew up the set of rules for lawn tennis as it is to-day. The whole episode only lasted two hours. A court was then laid out at the castle, and the first game was the fixing of the distance between the net and the end of the court. Our object was to make the service line far enough away from the net to stop the tall man with a slashing service. Sir William was fond of explaining:

Originated "Squash" Rackets.

He may also claim to be the originator of "squash" rackets, as now played. In 1865 he secured subscriptions from Old Harrovians to build the school's racket court. Some money was left over, and one day, seeing the boys playing squash racket against a high brick wall below the headmaster's house, he thought it would be a good idea to spend the extra money building a court for this new game.

He did, and it was the first squash rackets court in the world.

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Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The mystery concerning the fate of the Indo-China Steamship Company's s.s. Kwongsang, which had been overdue for some days, appears to be partially solved by the discovery of wreckage at a point 60 miles north of Hanchow. A report was also made that bodies of foreigners and Chinese had been seen to be washed ashore, and that fishermen told of the wreck of a ship at Fuyan Island. The messages are reproduced in the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also contains a full report of the case in which an Annamite is fighting an order for his deportation which provides for his return to Indo-China aboard a French ship. It was alleged for the defence that the Hong Kong Government official deputed to interview the man had exceeded the statutory powers allowed him to ask questions. The case is one of considerable public interest, as the deportee, alleged to be a Communist propagandist, claims that he would be killed without trial were he sent back to Indo-China.

A verdict that prisoner was insane, and unfit to plead in answer to a charge of murder, was returned by the jury in the case in which an inmate of the Medical Hospital was indicted for the death of another patient. The OVERLAND CHINA MAIL gives a full report of the hearing.

The disastrous explosion at the Flora Fort in Macao, which caused a number of deaths and widespread damage, is also recorded in the OVERLAND CHINA MAIL.

Also reported in the OVERLAND CHINA MAIL is an audacious escape from Victoria Jail by two long-term prisoners, who scaled the wall and got away. One of the pair was involved in a break from the jail about one year ago, but was then recaptured.

A protracted litigation in connection with the assets in Hong Kong of the Russo-Asiatic Bank reached a further stage when an application was made to the Full Court of Appeal for an order for adjournment, in order to allow the Shanghai creditors time in which to obtain evidence to support their alleged preferential claims. Counsel for the liquidator, in the course of his address, termed the action a "subterfuge" and an "attempt to circumvent the effect of previous Court orders." The action is the ninth to be brought in the matter. A complete report appears in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

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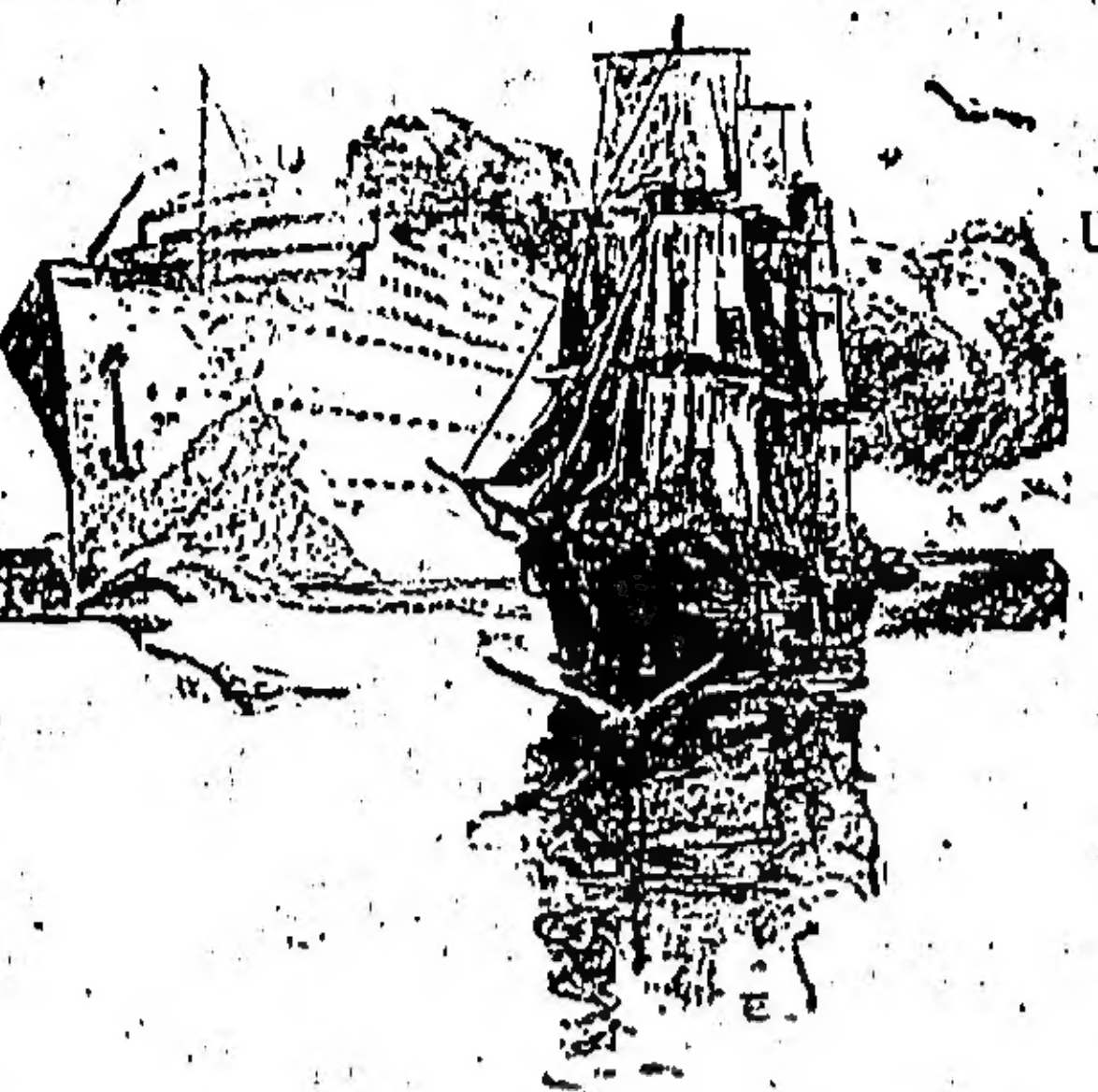
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The China Mail

Hong Kong, Thursday, Aug. 20, 1931.

Home Civil Service.

In the report of the Royal Commission, issued last month, important changes in the organisation of the Service are recommended.

Dealing with remuneration: it is held that the present standard is reasonable and calls for no substantial revision. The claim for a minimum wage of £3 10s. weekly is rejected, and the present bonus system, which is considered open to grave objection, is recommended to be consolidated with basic salary. Remuneration, it is suggested, should be subject to automatic periodic revision.

As far as possible all posts in the Service should be open to men and women, and the policy of "a fair field and no favour" is advocated. The recommendations regarding the admission of women may be summarised thus:—Administrative Class—Defence Department, Closed. Executive Class—All departments open, except Defence. Clerical Classes—All departments open.

There are, however, certain posts, for which women are considered unsuitable, reserved for men.

In so far as the Diplomatic and Consular Services are concerned, it is held that the admission of women is a matter of high policy to be decided by Government. It is suggested that it might be considered at an early date.

The marriage bar is to be retained, but heads of departments, it is suggested, should be empowered to appoint or retain a woman if her special qualifications or experience make such a course advisable.

Certain recommendations to reduce temporary employment to a minimum are also made.

The Commission finds that the system of Treasury control in staff matters is satisfactory, and holds that there is no justification for relaxing control. It does, however, suggest that there should be continuous overhaul of the machinery of government.

As being "not in the public interest," the suggestion that preference should be given to ex-Regulars in filling clerical posts is rejected.

The Commission was presided over by Lord Tomlin. Five of its members were women. Sixty-two public meetings were held, and 150 statements, including those of twenty-three official witnesses, taken. Among the latter were the permanent heads of the great Government departments and representatives of twenty-eight Civil Service organisations.

Mail Commentary.

A New Fashion.

H.M. the King has set a new fashion. At the Royal garden party in July he wore a white top hat guileless of any band white or black.

The Hollywood Cow.

There is said to be a slump in film rights at Hollywood, where film producers are closing tight their purse strings against the enormous sums demanded by dramatists and novelists for the screen rights of their works. Mr. J. B. Priestley's "Good Companions" and Mr. Rudolf Besier's "The Barretts of Wimpole Street" are yet on offer at prices in the neighbourhood of £30,000.

English dramatists and novelists have hitherto reaped abundant harvests from Hollywood, but it seems these "good old days" are now over, and the Hollywood cow, if not actually running dry, refuses to yield milk in such generous profusion as before.

Here are some of the enormous prices that have been paid Broadway—£51,000. All Quiet on the Western Front—£45,000. Street Scene—£30,000. Strictly Dishonourable and The Front Page—£25,000. Journey's End—£16,000.

It now seems that British dramatists and novelists will be obliged to give Elstree consideration. Elstree, of course, has not been able to compete with Hollywood all this while.

News in Brief.

Mrs. H. C. Gray returned to the Colony from Home via Canada by the Empress of Russia.

The lowest open air temperature yesterday was 77 degrees. The humidity was 96 at 10 a.m. and 86 at 4 p.m.

Despatches which have passed a strict censorship in Cuba include a report that 500 rebels landed at Gibara from the steamer Frederick Second, which is said to be under German registry, says a Reuter message from New York.

Mr. Aw Bon Haw and Mr. Aw Boon Par have contributed the sum of \$5,000 to the building fund of the Convent, Singapore.

Mr. L. G. E. Ramage, of the Canton Insurance Office returned from a business trip to Japan by the Empress of Russia.

Dr. Cogan left yesterday on a short trip to Shanghai, aboard the s.s. Gange and intends returning on September 4 by the s.s. Empress of Japan.

The well-known private bank of Damms and Streif, of Cassel, founded in 1863, has suspended payment, says Reuter's Berlin correspondent.

Mr. Allan Cameron, Oriental Manager, Canadian Pacific Steamship, Limited, returned here by the Empress of Russia, accompanied by Mrs. Cameron.

A Reuter message from Ivigtut, Greenland, of yesterday said, that the airman Von Gronau has arrived, and is proceeding to Disko Bay, whence he proposed to hop off for America.

Mr. G. K. Hall Brutton opened the defence before Mr. Williams at the Central Police Court yesterday afternoon, in the case in which thirteen members of the Sik Yue Club are charged with gambling at 506, 508 and 510 Queen's Road West. The case was adjourned until Tuesday afternoon.

According to a wireless message received in Tokyo yesterday by the Communications Department, Col. and Mrs. Lindbergh landed on the island of Ketoi, 25 kilometres north-east of Shishir Island, at 6.30, owing to fog, says Reuter. Previously on the same day, they were forced down at Avatcha Bay, owing to engine trouble.

After thirteen months amid the desolation of the Greenland ice cap, six members of the British East Greenland expedition arrived in Copenhagen yesterday from Scoresby Sound aboard the steamer Gertrud Rask, according to a Reuter message. The explorer Chapman, in an interview, expressed the opinion that the air route across Greenland would be possible only when Greenland had been carefully mapped. He mentioned that the expedition had mapped an extensive area, and had taken five hundred photographs.

What is described as a barbarous and ghastly spectacle is contained in a Reuter message from Wellington (N.Z.). Six Chinese were publicly guillotined at Vila, New Hebrides (which is under joint Franco-British administration), by a Japanese executioner, after conviction by a French Court for the murder of a French planter. This action has incensed the British residents of the islands, and the Acting British Resident Commissioner has protested to the British and French Offices against the executions, which were carried out opposite the French hospital, in which were a number of women and children.

In celebration of the motor-cycle reliability test which was recently successfully held in Hong Kong, a large number of local motor-cyclists enjoyed an "excellent steak and kidney supper at Lane, Crawford's restaurant last evening, when prizes won at the trial were distributed by Captain W. H. G. Goater, Adjutant of the H.K.V.D.C. The gathering was presided over by Mr. H. G. Williams, who was supported by members of the Trial Committee. The happy evening was wound up with an enjoyable musical programme, to which several of the company contributed, with Mr. H. J. Fountain at the piano.

NEWS IN ADVTs.

The Empress of Russia sails at 5 p.m. to-day.

Household furniture and blackwood furniture will be auctioned by Lamert Bros. on August 25.

A meeting of contributors in the Hong Kong Development Building & Savings Society, Ltd. (In liquidation) will be held on August 31.

The general meeting of the Douglas Steamship Company, Ltd., will be held on August 31. The transfer books will be closed from August 24 to 31.

CHEFOO NOTES.

Fashionable Wedding at U.S. Consulate.

SUNDELL-RUSSE.

(From Our Own Correspondent.)

Chefoo, August 10. The American Consulate was tastefully and artistically decorated on Saturday for the wedding of Miss Gertrude Busse and Mr. Charles Sundell, American Vice-Consul.

The weather, which had been more or less threatening all day, cleared beautifully and the sun shone forth toward the hour when a large company of friends gathered at the Consulate to participate in the ceremony, which was conducted by Chaplain Commander W. A. Maguire, U.S.N.

The bride, wearing a charming dress of silk and lace, made a most pleasing picture as she entered on the arm of her father, Mr. W. Busse accompanied by Misses E. Busse and G. Gardiner as bridesmaids where they were met by the bridegroom and Lieut. W. F. Fitzgerald who acted as best man.

After the service the happy pair with their friends adjourned to the Chefoo Club where a reception was held and the bride and groom received the congratulations of their many friends.

Mr. and Mrs. Charles C. Sundell left later to spend their honeymoon at Peking.

Notice has just been received that Mr. L. W. Franklin, who has been here for some months as American Consul, is being transferred to Amoy on August and that the former Consul Mr. Leroy Webster, is returning to take over the Consulate on that date. During their short stay in Chefoo both Mr. and Mrs. Franklin have endeared themselves to many of the residents, who will be sorry to see them leave, while we all join in wishing them prosperity at their new post.

POSSESSION OF A FORGED NOTE.

Broker Gets One Month's Jail.

The banknote forgery case, in which Leung Kan, a broker, is charged with uttering a \$100 note of the Chartered Bank, which he knew to be a forgery, and with possession of a forged \$10 note of the Hong Kong and Shanghai Bank, was continued at the Kowloon Magistrate's Court this morning, after a remand of 24 hours.

Defendant said he received the \$100 note in the course of his business, and as regards the \$10 note, he knew that was forged, but did not intend to utter it.

In summing up, Mr. Fraser said he must give the prisoner the benefit of the doubt in the first charge and discharge him on that count, and considering the facts of the second charge he would impose one month's imprisonment.

PARTLY SUBMERGED WRECK.

Report Made to Harbour Office.

The s.s. Cheong Shing (Captain D. G. Burleigh), which arrived here at 3 p.m. yesterday from Tongku (Tientsin), August 9, and Wei-hai-wei, August 11, has reported at the Harbour Office that during the voyage from Wei-hai-wei, on August 10, a sunken junk with no masts in Lat. 24.49 N. and Long. 118.57 E. was passed.

The wreck is stated to be partly submerged.

The ship encountered strong easterly gales during the voyage.

MAKING PROGRESS.

German Airwoman at Kazan.

Kazan, Yesterday. Fraulein Marga von Etzdorf arrived here from Moscow at 4 o'clock this afternoon.—Reuter. [Kazan is a town of considerable proportions about 543 miles east of Moscow.]

The German aviatrix, emulating Miss Amy Johnson, took off from Tempelhof Aerodrome on August 18 and alighted at Moscow the same night. Her immediate destination is Tokyo.]

"TOUCHY" ALLIES.

International Episodes in China.

BRITISH MANNERS.

General L. C. Dunsterville, speaking at a recent meeting of the Authors' Club and referring to his experiences in China, said, (reports the Daily Telegraph): "International episodes were of daily occurrence. The British manner is so abrupt and unceremonious that we constantly gave offence to our touchy allies. On one occasion I was in my office discussing some matter with a German railway representative. My traffic inspector came in for some purpose or other. As we were talking the chimney of the paraffin lamp broke with a sharp click. 'Made in Germany,' I suppose," said the traffic inspector. The German officer, mortally offended, wanted to kill him. I managed to soothe him with an apology.

"In conclusion, he said he would like to know how authors made a living out of their books.

"I do not think many authors have had the good fortune I have enjoyed, of critiques favourable far beyond the literary merit of my books. Yet I should be sorry if my finance were dependent upon my profits.

"One's friends and relatives cut up the profits by demanding a free copy of the book. Some months after the publication of my last book, a very dear old friend, possessed of great wealth, said to me: 'I am longing to read your book, but the libraries are very exasperating, and I have not yet been able to get it from them!'

THREE TITANS.

After his studies of Bismarck, Napoleon, and Lincoln, which are recognised as biographies on the big scale, Emil Ludwig, in one book under the title of Three Titans (Putnam, 15s. net), writes of Michael Angelo, Rembrandt and Beethoven, and he explains in his preface the things they had in common. He writes:—

"They were all, throughout life, misanthropical, enigmatic, distrustful; and at certain periods each approached the borderland of madness. In spite of their prodigious successes, all three had been perpetually in conflict with the world; Michael Angelo strove for power, Rembrandt for luxury, Beethoven for love; but each attained his desire only by fits and starts, and always at the cost of bitter experiences. All three lost the few men and women they loved.

"Look at the three heads . . . None would have charmed a woman, no woman fell in love with any of them. And yet if those three heads, even though they were wholly unknown, should be distributed among thirty others of the kind one can observe in any street, and all were hung on one long wall—everybody would be attracted by them, everybody would pause and inquire: Who is that strange personage regarding me with his unfathomable eyes? Is it a demigod?

"And we should answer: Those are beings more than men and less than gods. They are three Titans who accepted battle with the gods."

No rational Briton outside the turgid lines of so-called patriotic songs desires to extend the possessions of the British Empire.—Lord Cecil.

I believe that a much sterner view is growing up that what we call sin is not to be explained away in terms of half-finished virtue.—Sir Michael Sadler.

Ten Years Ago.

[From the "China Mail" of August 20, 1921.]

To-day's dollar is worth 2/8½.

The old Post Office comprising four lots of Crown Land at the junction of Queen's Road Central and Pedder Street will be put up for letting by Public Auction Sale at the offices of the Public Works Department on Tuesday October 11, at 1 p.m., according to the Government Gazette. The term will be for 75 years with the option of renewal at a Crown rent to be fixed by the Government surveyor for one further term of 75 years.

THE CHOICE OF CAREERS.

University Men's Leanings.

MUCH INCREASED SUPPLY.

Two thousand men, they say, are just going down from Oxford and Cambridge to make their careers. These numbers shock the unorthodox mind, but Cambridge and even Oxford have grown out of the recognition of middle-age. The demand for a university education strains the much-increased supply. How many thousands more will be crowding through the doors of workaday life as the younger universities finish their terms? I shall not calculate, says H. C. Bailey in the Daily Telegraph. I do not wonder that nervous values are heard asking what they are all to do with themselves. It is a solemn season.

A generation since when the universities were smaller many or most of the men were reasonably sure when they went up what they were going to do when they went down. Beyond the section, already small, of those to whom Oxford and Cambridge were only a happy prologue to a lifetime of opulent life, there were a large number for whom family or other fortunate fate had provided a comfortable position. The majority who had to attain prosperity for themselves could in general depend on efficient direction before the journey was begun.

Bar And Church.

And the choice of careers was not embarrassing. The Bar took, as it always had, those of special aptitude or interest and a considerable number who thought it a useful introduction to anything which might turn up. The Church still claimed many. Preparation for the Home and Indian Civil Services began when a boy left school, or even before. Finally there was schoolmastering to provide for no small number of the elite and a large number of the crowd.

Nothing much else was to be thought of as providing for any considerable fraction of the university output. When this century began it was true, as it had been many a year before, that a university education led to nowhere in particular except these fields. You remember the advertisement which Warrington drew up for Penderennis: "A gentleman, B.A. of St. Dunstons College, Oxford, and who was plucked for his degree, wishes to give lessons in classics and mathematics and the rudiments of the French language; he can cut hair, attend to the young pupils, and play a second on the piano with the daughters of the principal."

Penderennis in fact went to the Bar, where he made no figure, and so turned to journalism and novel writing. These deplorable occupations gave him a modest success, a claret of the second class. But few of this year's two thousand will be well advised to go the same way.

Neglected Vocations.

In the expanded Oxford and Cambridge of 1931 many things are changed. Almost all of the young entry, they say, have their own way to make without much help from influence or family resources. Half of them could not be at the university without scholarships of one sort or another. On the other hand, some of the vocations which used to take many university men have lost their attraction.

What proportion of Oxford and Cambridge men now go into the Church? I have no statistics, but hardly a week goes by without a lament from bishops or clergy of the scarcity of curates and young men who are willing to take Orders. The clerical profession, whatever the cause may be, is not in favour with the youth of 1931.

It is a good many years now since the complaint was heard that the Indian Civil Service was being neglected by young men of the right stamp. They say there has been some reaction, but still it has not its old importance as a career for Oxford and Cambridge men. The British government in Africa has meanwhile been so much developed that similar administrative appointments have been created there, and thus the demand for ability and ambition of that type is fully maintained.

As of old, and as it always must, the teaching profession takes a large proportion of the products of university. The pedagogic positions are more numerous, more various, and better paid than they were, and many men and women are given

assistance to meet their university expenses on condition that they become teachers. But there are now at every university a large number who intend to follow none of these ancient professions.

Industry's Bidding. Our generation has discovered that a university training is a useful preparation for anything and everything. The complication of modern industry and the application of science to every process in it have created a new demand for men who have worked through a university science course. What used to be thought pure knowledge, of no material use in this world has become necessary equipment for mill and factory and mine.

It has been recognised that in the administrative work of business a man whose mind and character have had the exercise of a university is likely to be a very useful person. The young entry of 1931 are in general ready to turn their hand to anything, confident, as youth ought to be, of capacity to make good and with a happy conviction, which was always found in youth, that there is nothing common or unclean.

But, after all, it is not wholly of their chances of earning a notable income-tax that the two thousand of the young entry will be thinking these days. Many years after he had left Oxford, Professor Saintsbury has related, "a person of wealth and position happened to consult me about his son, who was at the University and was rather 'dispendious.' Do you think it's worth sending him there?" said he. "Sir, I said, 'if it were possible and somebody offered me twenty thousand pounds not to have gone to Oxford, I would say, 'Thy money perish with thee.' I will not maintain that a man could feel quite the same about Cambridge."

Towards the Future.

These are solemn days. However boldly our young men come out to claim their rights of the world, they will remember the past. After many years a man still dreams of his last Summer term, the best of them all and the most fleeting. Somebody said the other day the end of his seemed like the end of the world. I do not think of it so. It was a fascinating, an infinitely exciting beginning, as well as an end of many good things. In the song of those who go down which I wrote half an age ago, there is a definite good-bye.

Never we winced though none deplores us

We who go reaping that we sowed:

Cities at cock-crow wake before us—

Hay, for the ill of the London road.

One look back and a rousing chorus.

Never a palinode.

This is a pretty spirit to begin the world with. But perhaps the brag of it is a trifle forced. Did we go down as gay as all that? When they do now is it quite straight from the heart?

There was a long look back, I think, and more than one regret. Even with the world before us, we knew that some things of delight lay behind and would not be found again. At twenty-two, twenty-three, whatever it is, one is mortally old, to be sure. But age finds youth right in this at least, that the university years are a possession for ever.

FATE OF BRINTON.

Result of Examinations by Experts.

According to Reuters and British Official Wireless messages of yesterday, the body of Lieut. Brinton has been found in the tail-end of the wrecked fuselage of his machine.

The machine was salvaged late last night, and it was then found that the pilot's seat was vacant, and during a later examination his body was discovered in the tail end of the fuselage, into which it was probably driven as a result of the impact.

The experts' examination has revealed that the disaster was purely an accident, and not due to any defect in the machine, which with the exception of one wing has been recovered.

Lieut. Gerald Brinton was extremely popular with his colleagues, among whom he was recognised as a highly skilled pilot. His death has cast a gloom over the camp at Calshot, where, however, preparations for the Schneider Trophy contest are being continued.

The team have six other machines at their disposal, including two new Supermarine Rolls Royce S.B.3 machines, which recently emerged successfully from severe tests at Calshot.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"CRAZY THAT WAY."

Regis Toomey, graduate of the University of Pittsburgh, smiled his way into motion pictures when an alert manager caught a flash of that smile across the footlights in a Los Angeles theatre. Toomey at the time was playing in the musical show, "Hit the Deck," and had never given a thought to entering film work. The manager, however, sold him the idea and his screen debut was made in "Alibi," followed by a featured role with Richard Dix in "The Wheel of Life."

Toomey's early stage education was received with a dramatic stock company in Pittsburgh. At the end of his summer stock contract he went to New York to understudy Dennis King in "Rose Marie." Later he went to London and played the juvenile role in "Little Nellie Kelly."

In "Crazy That Way," directed by Hamilton MacFadden and based on Vincent Lawrence's successful stage play, "In Love with Love," Toomey plays one of Joan Bennett's discarded suitors. It has been hailed everywhere as one of the smartest, best directed, and best enacted comedies that has yet come to the screen.

The Characters.

Kenneth MacKenna, whose wife is Kay Francis, the film star, appeared in "Man Trouble" with Dorothy Mackall, and "Bulldog Drummond" with Marceline Day. Joan Bennett played with Edmund Lowe in "Scotland Yard" and "Many a Slip" with Lewis Ayres. Jason Robards was featured with Virginia Valli in "Isle of Lost Ships."

Regis Toomey had a strong part in "Alibi." He appears in "Framed" with Evelyn Brent and "Kick In" with Clara Bow. Sharon Lynn who always adds immensely to the success of the production, has figured in "Men on Call," "Sunny Side Up," "Let's Go Places" and numerous other pictures.

Lumsden Hare is noted for his performance in "So This Is London" and for his portrayal of the role of Sir Clive Heathcote in "Scotland Yard."

"QUICK MILLIONS."

Spencer Tracy, who made an unusual debut in talking pictures a short time ago in John Ford's comedy of prison life, "Up the River," demonstrates that his success in that picture was no accident with "Quick Millions," which has its performance at the King's Theatre to-day.

This picture, a Fox romance, is made to order for Tracy and it is hard to imagine another actor doing such a great job as the recent Broadway star does in the role of "Bugs Raymond."

Sally Eilers does an excellent piece of work as "Daisy," the girl who helps "Bugs" climb from the gutter, only to be cast aside when he gets silk hat ideas.

Warner Richmond is satisfactorily menacing and suave as "Bugs," first lieutenant who succeeds in for command when the boss goes in for society.

Rowland Brown, who created a sensation with his first picture, "The Doorway to Hell," proves himself a capable director, as well as writer with this picture.

"A TAILOR MADE MAN."

The inner workings of a great department store, with its hundreds of clerks and its million details, are shown in full in "A Tailor Made Man," William Haines' latest starring picture coming to the Queen's Theatre on Sunday.

To do it the biggest department store in Los Angeles was "borrowed." Microphones and cameras were installed, lights placed, and the store operated while Haines, Dorothy Jordan, Joseph Cawthorn, and the rest of the players went through their action against a genuine background of big business. It was the biggest "location set" used in months.

The new Metro-Goldwyn-Mayer picture is a filmisation of the stage hit, one of the most successful romantic comedies in many seasons. Haines appears as a youth who rises from tailor's assistant to a "high pressure" executive of a great store. A few sound lessons in curing "hard times" add a price

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

6-8 p.m.—European Programme of Columbia Records kindly supplied by the Anderson Music Co.

6-6.10 p.m.—Norwegian Dance No. 1 in D Minor (Grieg).

Norwegian Dance No. 2, in A Major (Grieg).

George Schneevogt and The London Symphony Orchestra (7128-M).

6.10-6.27 p.m.—Organ Solos. Organ Fantasia of Old Songs (arr. Webber).

Finlandia—Tone Poem (Sibelius), Valse Triste (Sibelius).

G. T. Pattman (9163).

6.27-7.14 p.m.—Variety.

Orchestral—I Love You So Much, F. F. Instance, California Ramblers (2231-D).

Benjo Solo—Joy Dance, La Vivandiere, Ernest Jones (DB235).

Instrumental—That Lovin' Four, Pa Ahma, Andrew Aime's Novelty Four (1758-D).

Song—In the Morning, When the Heather Bells are Blooming, Ben Selvin & His Orchestra (2298-D).

Orchestral—Old Fashioned Girl, I am the Words, Ben Selvin & His Orchestra (2298-D).

Song—My Kinda Love, Till We Meet, Bing Crosby (1773-D).

7.14-7.58 p.m.—A Concert.

O, That We Two Were Maying (Kingsley & Nevin), Dame Clara Butt, Contralto (X339).

Piano Solo—The White Peacock (Griffes), Danse Rituelle Du Feu (De Falla), Myra Hess (50140-D).

Violoncello Solo—Londonderry Air (arr. O'Connor-Morris), Le Cygne (Saint-Saens), Felix Salmond (7107-M).

Song—Where My Caravan Has Rested, (Lohr), Edgar Coyle (Baritone) (2332R).

Piano Solo—Poissens D'Ore (The Gold Fish) (Debussy), (a) The Maiden With Flaxen Hair (Debussy), (b) Minstrel's Debussy, Myra Hess (7151-M).

Violoncello Solo—Villanelle (Pianelli-Salmon), Serenade Espagnole (Glasgow), Felix Salmond (7117-M).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

No treaty can stereotype the present political divisions and bring about stagnation in a world which is inexorably involved in the universal law of change.—Mr. Athelstan Riley.

tical note to the melange of love and laughter.

Sam Wood, who produced Haines' "Telling the World" and "The Girl Said No," directed the new picture, which boasts an exceptionally interesting cast.

Dorothy Jordan, of "Min and Bill" and "Devil May Care" fame, plays the principal feminine role, while the outstanding character role is in the hands of Joseph Cawthorn, stage and screen luminary, who appears as Huber, the old German tailor.

"THE LAWYER'S SECRET."

Clive Brook's suave forcefulness, Richard Arlen's appealing youth, Fay Wray's winsome loveliness, Jean Arthur's fresh earnestness, and, last, but not at all least, Charles Rogers's newly discovered dramatic ability, give to "The Lawyer's Secret," the next attraction at the King's Theatre, all the talent needed to translate this gripping drama into living reality.

"The Lawyer's Secret" is an extraordinary drama, really three vital stories, with one sweeping motivating force. Brook, a lawyer in love with Fay Wray, unwittingly becomes the confidant of the girl's brother, Rogers. Rogers has assisted against his will at a murder, for which a young sailor, Arlen, is being tried for his life. Brook's lips are sealed, because of professional ethics, and because of his love for the girl. Rogers, in fear of his life, refuses to confess. Arlen is convicted, in spite of the brave fight made for his life by "his girl," Jean Arthur.

The solution of this unsolved situation is tremendously exciting, and surprisingly effective.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Quick Millions."

To-day—Queen's Theatre; "Crazy That Way."

To-day—Central Theatre; "Bad Sister."

To-day—Majestic Theatre; "Framed."

To-day—World Theatre; "The Story of Kin Tan."

To-day—Star Theatre; "Anna Christie."

Lammert's Auctions.

August 25—At Sales Room, household furniture, 2.30 p.m.

August 21, 25-26—At King's Silk Store, 1c, D'Aguilar Street, stock-in-trade, 10 a.m. daily.

Meetings.

August 31—Douglas Steamship Co., Ltd., E. & O. Bldg., 11 a.m.

August 31—Hong Kong Development Building and Savings Society, City Hall, 2.30 p.m.

Home Malls.

To-day—Inward from Europe via Negapatam (Hakusan Maru); Outward for Europe via Siberia (Hakusan Maru), 5 p.m.

Sports.

See Sports Diary on Page 4.

Concert.

August 28—Promenade Concert, Volunteer Headquarters, 9.15 p.m.

HOTEL GUESTS

At Peninsula Hotel, Kowloon.

August 19, 1931.

Major N. W. Adams, Messrs. F. C. Barry, C. B. Bird, H. Boss, J. W. Bundred, Mr. and Mrs. H. F. Bunje and son.

Messrs. M. O. Clark, P. C. Colman, P. H. Crapnell, Dr. J. E. H. Cogan, General M. A. Cohen, Mrs. J. Cogan, Mr. and Mrs. W. A. Cornell, Mr. and Mrs. C. Cromlin.

Messrs. W. E. Denison, E. R. Dovey, R. N. Drake, Comdr. T. E. Docksey.

Mr. and Mrs. F. J. Easterbrook, Capt. B. Montague Ede.

Messrs. C. J. Ferguson, G. E. Frisque, Miss D. Faye.

Messrs. W. L. Gaddum, C. C. Gallop, I. H. Geare, L. L. Gilson, Col. F. E. Gowan, Miss M. A. Gallaher, Mr. and Mrs. J. Gould, Lt. Col. and Mrs. R. F. Gross.

Messrs. A. V. Harvey, E. Hausmann, A. S. Harsee, Capt. A. F. Howard, Mr. and Mrs. C. M. Hall, Mrs. N. Heath and daughter, Mrs. G. H. Hodgson.

Mr. and Mrs. E. Johnson, Mr. Stanley Johnson.

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Messrs. F. Reck, J. Richmond, Mr. and Mrs. Roques, Mr. and Mrs. A. P. Rubin.

Messrs. C. J. Seitz, R. D. Sheepshank, G. W. Stabb, J. M. Stevenson, E. Stauder, K. Sun, G. Swan, Col. and Mrs. C. R. Saville, Col. and Mrs. R. B. Skinner, Mr. and Mrs. L. Smith, Mr. and Mrs. E. J. Spear, Miss A. E. Steele.

Messrs. J. J. Thompson, G. Travers, Mrs. H. Thomson.

Mr. and Mrs. T. P. Ulderup.

Messrs. J. Watts, A. L. Wilcox, Mr. and Mrs. D. F. Warren, Mrs. G. M. Watts, Mr. and Mrs. R. C. Whitney, Mr. and Mrs. R. H. Wild, Mr. A. Zingeler.

A SURPRISE.

Hungarian Cabinet Resigns.

A political crisis has been precipitated in Hungary, according to Reuters by the Government, of which Dr. Bethlen has been Premier for a decade, resigning. It is believed owing to the Hungarian financial crisis. Count Karolyi, the Foreign Minister, is trying to form a new Government, in which he will retain his old portfolio. The resignation of the Cabinet has surprised the whole political world. The only plausible explanation hitherto is that Dr. Bethlen feels that Hungary has turned the corner, and that it is time to let the younger men take up the burden.

Some COLUMBIA RECORDS You Should Get To-day!

- | | |
|--|----------------------|
| 5012—Love and Kisses | Flotam and Jotsam. |
| —Girl Across the Way | Flotam and Jotsam. |
| 4693—Only a Rough Diamond | M. McEachern Bass. |
| —Time to Go | |
| 4803—Two Russian Folk Songs | Kedroff Quartette. |
| —Circassian Song | Kedroff Quartette. |
| 4739—In Springtime | Labette and Allin. |
| —At Love's Beginning | Labette and Allin. |
| 4423—Song of the Black Hussars | Chauve Souvris Co. |
| —Grief (Etude by Chopin) | Chauve Souvris Co. |
| 4159—The Company Sergt-Major | Harold Williams. |
| —When the Sergt-Major's on Parade | Harold Williams. |
| 3944—Bees' Wedding—Piano Duet Folkard and Warne. | Folkard and Warne. |
| —Valse in D Flat—Piano Duet | Folkard and Warne. |
| 2899—Cobblin' | Edgar Coyle. |
| —In an Old-Fashioned Town | Edgar Coyle. |
| 2322—Little Grey Home in the West | Edgar Coyle. |
| —Where My Caravan Has Rested | Edgar Coyle. |
| 4939—Every Time I Feel the Spirit | Layton and Johnston. |
| —Were You There? | Turner Layton. |

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"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" offices, 3A, Wyndham Street.
AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handy. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.
PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 24th day of August, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Shamshui	100 ft. by 100 ft.	10,000	HK\$ 100	HK\$ 1,000

G. R. PUBLIC AUCTION.
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of the Sale by Public Auction to be held on MONDAY, the 24th day of August, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Un Chau Street, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Un Chau Street	100 ft. by 100 ft.	10,000	HK\$ 100	HK\$ 1,000

DOUGLAS STEAMSHIP COMPANY, LIMITED.
THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building on MONDAY, August 31st at 11 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1930.
The TRANSFER BOOKS of the Company will be CLOSED from 24th of August to 31st of August, both days inclusive.
DOUGLAS LARPAK & CO., General Managers.
Hong Kong, 19th August, 1931.

HONG KONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT
AT VOLUNTEER HEADQUARTERS ON FRIDAY, AUGUST 28, AT 9.15 P.M.
ARTISTES—
MRS. NEIL MATHIESON
MRS. F. C. E. RENDALL
MR. W. M. BARTON
THE CORPS BAND.
ADMISSION \$1.00 (Including tax.)

THE HONG KONG DEVELOPMENT BUILDING & SAVINGS SOCIETY, LTD. (In Liquidation.)
NOTICE IS HEREBY GIVEN that a GENERAL MEETING of CONTRIBUTORIES will be held at the City Hall (Music Room), Hong Kong, on MONDAY, the 31st August, 1931, at 2.30 p.m., for the purpose of receiving a report by the Liquidators, and a Summary of the Liquidators' Receipts and Payments to the 31st July, 1931.
Hong Kong, 20th August, 1931.
J. HENNESSEY SETH, S. HAMPTON ROSS, Joint Liquidators.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction ON TUESDAY, August 25, 1931, commencing at 2.30 p.m., at their Sales Room, Duddell Street—
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Teak Hainland, Chesterfield Couches and Armchairs, Cottage Piano (by John Broadwood & Son), Gramophones, Records, Glass Cabinets, Electric Table Fans, Oil Paintings, Pictures, Roll and Flat Top Desks, Brass Ornaments, Curious, Clocks, Inverted Lamps, etc., etc.
Teak Dressing Tables, Washstands, Wardrobes with Bevelled Mirrors, Teak and Iron Bedsteads, Wash Basins, Commodes, Mosquito Nets, Box Couch, Chests of Drawers, etc., etc.
also
A Collection of **BLACKWOOD FURNITURE** including—
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2 Enamelled Baths.
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Catalogues will be issued.
Terms—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, August 20, 1931.

LAMMERT BROS. AUCTIONEERS, APPRAISERS AND SURVEYORS.
Public Auctions
THE Undersigned have received instructions to sell by Public Auction, ON FRIDAY, MONDAY AND WEDNESDAY, August 21, 24 and 26, 1931, commencing each day at 10 a.m., at "King's Silk Store," No. 1c, D'Agular Street.
THE STOCK-IN-TRADE comprising—
Printed, Flowered and Fuji Silk, Fancy Velvet, Georgette, Embroidered Kimonos, Silk Pyjama Suits, Bed Spreads, Cut Work Embroidered Silk, Embroidered Silk Shawls, Silk Handkerchiefs, Woollen Goods, Coats, Shawls, Scarves, Carved Ivory, Indian Brassware, Lacquer Ware and a Large Selection of Fancy Goods, etc., etc.
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LAMMERT BROS., Auctioneers.
Hong Kong, August 14, 1931.

AN INTRODUCTORY HISTORY by A. H. CROOK, O.B.E., M.A. W. KAY, M.A. W. L. HANDY, M.A., B.Sc. PRICE \$2.00.
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BEAST DAILY
TARINATE SEED
BARNS END DIARY
APERTURE PERIOD
SEMI-TEMPERATURE
T. STORE RULES
EPT. PET AREERE
EAT ONE
ANN SAIN ASK OPE
BIOENSE SPERIAL
ON PIAA FESERAC
ENOW YACHT PLANT
ESAUITO SENT
ESSEN EMEND

DAILY CROSS-WORD PUZZLE.
(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

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HORIZONTAL
1-A troop, as of actors
6-Mild disposition
11-Possessive pronoun
12-Old French land measure
14-Possessive pronoun
15-French for the
16-To strike with sudden fear
17-Musical composition for two players or singers
18-To talk idly
19-Province in S. W. Morocco
20-The office or dignity of a bishop
21-Personal pronoun
22-Light boat propelled by a paddle
23-Some
24-Lamentation (abbr.)
27-A number
28-A southern constellation
29-A Scottish cap
30-To command
31-Prefix through
32-The wild hyacinth
HORIZONTAL (Cont.)
34-Behold
35-A colonized place
36-Swath
38-A binary compound of iodine
39-Neat
41-Rail birds
42-Credit (abbr.)
43-Policeman (slang)
44-One who dines
45-Equality of value
46-Herodine
47-Hawthorne's "Scarlet Letter"
47-Smart or stylish
VERTICAL
1-A pre-Aztec race of Mexico
2-To regret
3-Conjunction
4-A king's residence
5-Muse of lyric poetry
6-A precious stone
7-Half an em
8-In this manner
9-To recline
10-Regard
11-Readiness
VERTICAL (Cont.)
16-Malicious burning of a house
17-Owling and demanding
18-Grieved secretly for
19-Pig-pen
21-Open inner court of a Spanish house
22-Curious scraps of literature
23-Chief minister of Ahasuerus (Book of Esther)
26-Crippled
28-Small river island
29-A straining cloth
30-A spot or blot
31-Wild animal's lair
32-Fall of cedar
33-Fall of stars
34-Total
35-The learning peculiar to an age (pl.)
37-Inclines
40-Mottled streak in wood
41-A knight's title
42-To crown
44-Prefix down
46-Page (abbr.)

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 20th August, 1931.
Next Settlement Day, Tuesday, 25th August.

STOCK	Buy- ers	Sell- ers	Sales	Non.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	2010	Dec	Inter- 2 1/2% for 1930	Aug. 10, 31
Chartered Bank	...	...	121	Dec	Inter- 2 1/2% for 1930	Mar. —, 31
Mercantile Bk., A.S.B.	...	...	20	Dec	Inter- 2 1/2% for 1930	Apr. —, 31
Bank of Asia	1051	...	...	Dec	Inter- 2 1/2% for 1930	Feb. 23, 31
Insurance.						
Canton Ins.	...	...	1350	Dec	Inter- 2 1/2% for 1930	May 17, 31
Union Ins.	560	165	...	Dec	Inter- 2 1/2% for 1930	May 29, 31
China Underwriters	...	...	110	Dec	Inter- 2 1/2% for 1930	...
China Fire Ins.	...	...	400	Dec	Inter- 2 1/2% for 1930	May 29, 31
H. K. Fire Ins.	...	...	1455	Dec	Inter- 2 1/2% for 1930	Mar. 23, 31
Shipping.						
Douglas	...	...	24	Dec	Last dividend for 1930	...
H. K. Steamship	18	...	...	Dec	Inter- 2 1/2% for 1930	Mar. 4, 31
Indo-China (Pref.)	...	...	10	Dec	Inter- 2 1/2% for 1930	June 9, 31
(Def.)	...	...	10	Dec	Inter- 2 1/2% for 1930	...
Shells Steamer	...	...	1674	Dec	Inter- 2 1/2% for 1930	July 9, 31
Union Waterways	292	...	...	Dec	Inter- 2 1/2% for 1930	Mar. 31, 31
Mining.						
Benguet	11.10	...	...	Dec	Inter- 2 1/2% for 1930	June 30, 31
Kailan Mining Ad.	...	...	1870	Dec	Inter- 2 1/2% for 1930	Dec. 30, 31
Langkat (Single)	...	...	1.05	Dec	Inter- 2 1/2% for 1930	May 8, 31
S'hai Exploration	1.85	...	...	Dec	Inter- 2 1/2% for 1930	...
Losas	...	...	1	Dec	Inter- 2 1/2% for 1930	Feb. 5, 31
Ramb	14	...	...	Dec	Inter- 2 1/2% for 1930	July 15, 31
Venezuela Gold Fields	11	...	...	Dec	Inter- 2 1/2% for 1930	...
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	...	...	163	Dec	Inter- 2 1/2% for 1930	Mar. 19, 31
H. K. & W. Docks	...	...	28	Dec	Inter- 2 1/2% for 1930	...
South Ch. Docks (A.S.)	...	...	10	Dec	Inter- 2 1/2% for 1930	...
China Docks (old)	...	...	3.10	Dec	Inter- 2 1/2% for 1930	Apr. 8, 31
(new)	240	...	...	Dec	Inter- 2 1/2% for 1930	May 4, 31
Hongkong	...	...	470	Dec	Inter- 2 1/2% for 1930	Mar. 4, 31
N. Engineering	...	...	1.10	Dec	Inter- 2 1/2% for 1930	July 27, 31
Shanghai Docks	...	...	1051	Dec	Inter- 2 1/2% for 1930	...
Lands, Hotels & Buildings.						
H.K. & S. Hls. (old)	17	17.30	...	Dec	Inter- 2 1/2% for 1930	Apr. 15, 31
(new)	...	10.90	...	Dec	Inter- 2 1/2% for 1930	Aug. 12, 31
H.K. Lands	301	301	...	Dec	Inter- 2 1/2% for 1930	July 30, 31
Shanghai Lands	...	...	11	Dec	Inter- 2 1/2% for 1930	Feb. 24, 31
Humphreys (old)	...	...	22	Dec	Inter- 2 1/2% for 1930	...
(new)	214	...	...	Dec	Inter- 2 1/2% for 1930	July 29, 31
H. K. Realities	...	17.30	...	Dec	Inter- 2 1/2% for 1930	...
Chinese Estates	...	94	...	Dec	Inter- 2 1/2% for 1930	...
Cotton Mills.						
Ewa Cotton	...	15.10	15	Dec	Inter- 2 1/2% for 1930	Mar. 15, 31
Shanghai Cotton	...	29	...	Dec	Inter- 2 1/2% for 1930	May 27, 31
Zong Sing	...	114	...	Dec	Inter- 2 1/2% for 1930	Oct. 11, 31
Public Utilities.						
H. K. Tramways	...	31.60	...	Dec	Inter- 2 1/2% for 1930	Pending
Peak Tram (old)	...	14	...	Apr	Inter- 2 1/2% for 1930	June 15, 31
(new)	...	21	...	Dec	Inter- 2 1/2% for 1930	...
Star Ferries	...	34	...	Dec	Inter- 2 1/2% for 1930	Feb. 15, 31
Yau Ma Tei Ferries	...	203	...	Dec	Inter- 2 1/2% for 1930	June 22, 31
China Light	...	27	27.15	Sept	Inter- 2 1/2% for 1930	Dec. 15, 31
H. K. Electric	...	611	...	Dec	Inter- 2 1/2% for 1930	Mar. 15, 31
Macao	...	28	...	Dec	Inter- 2 1/2% for 1930	...
Sandakan Lights	...	12	June	None	...	...
H.K. Tel. fully paid	...	48	...	Dec	Inter- 2 1/2% for 1930	Aug. 4, 31
China Bus	...	931	17.50	Dec	Inter- 2 1/2% for 1930	Feb. 25, 31
S'hai Tractors (Ord.)	...	197	...	Sep	Inter- 2 1/2% for 1930	Feb. 6, 31
(Pref.)	...	107	...	...	...	...
Industrials.						
China Sugar	...	2264	...	...	In Liquidation	...
Malayan Sugars	...	89	...	Dec	Inter- 2 1/2% for 1930	Mar. 4, 31
Cold Mfg. Crd.	...	104	...	Dec	Inter- 2 1/2% for 1930	Mar. 21, 31
Canton Ice	...	8.85	...	July	None	...
Cement (com.)	...	19.80	...	Dec	Inter- 2 1/2% for 1930	Mar. 18, 31
(old)	...	10	...	Dec	Inter- 2 1/2% for 1930	Mar. 27, 31
(new)	...	6	...	Dec	Inter- 2 1/2% for 1930	...
H. K. Ropes	...	21.40	...	Dec	Inter- 2 1/2% for 1930	Mar. 27, 31
Stores, &c.						
Dairy Farms	...	82.50	...	Dec	Inter- 2 1/2% for 1930	Mar. 15, 31
Watsons	...	107	...	Oct	Inter- 2 1/2% for 1930	Mar. 15, 31
Der A Wings	...	...	1	...	...	...
Lanc Crawfords (old)	...	7.50	...	Feb	Inter- 2 1/2% for 1930	...
(new)	...	7.80	...	...	...	...
Mecklenburg	...	...	19	Feb	Inter- 2 1/2% for 1930	Apr. 30, 31
Singapore	...	17	...	...	...	...
Wm. Powell	...	3.60	...	Feb	Inter- 2 1/2% for 1930	June 17, 31
Miscellaneous.						
H.K. Amusement (old)	...	...	27	Mar	Inter- 2 1/2% for 1930	Sept. 27, 31
(new "A")	...	23	...	...	...	...
(new "B")	...	22.80	...	...	...	...
C. Entertainment (old)	...	...	101	...	...	...
(new)	...	16	...	...	...	...
Sou. Ch. Enterprises	...	...	134	...	...	...
H. K. Constructions	...	...	13	Dec	Inter- 2 1/2% for 1930	Apr. 22, 31
B. Ind. C. Bonds	...	72%	...	...	...	...
H. K. Gov. Loans	...	9%	...	...	Interest half yearly	...

LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. HILDA (cargoboot)	Aug. 20	Aug. 30
S.S. GANGE (passengerboat)	Aug. 24	Sept. 9
M.V. COL DI LANA (cargoboot)	Sept. 21	Sept. 27
S.S. MONCALIERI (cargoboot)	Sept. 21	Oct. 25
S.S. CRACOVIA (passengerboat)	Sept. 22	Oct. 4

* Outward voyage to Shanghai only.
Attention is called to the S.S. Gange which will make
the voyage Hong Kong-Italy in 24 days thus allowing London pas-
sengers to reach destination in 20 days.

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FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 2nd September.
CHICHIBU MARU	Wednesday, 10th September.
TATSUTA MARU	Wednesday, 10th September.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 25th August.
HIYE MARU	Tuesday, 8th September.
HEIAN MARU	Tuesday, 8th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 22nd August.
FUSHIMI MARU	Saturday, 22nd August.
HAKOZAKI MARU	Saturday, 22nd August.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 22nd August.
KITANO MARU	Saturday, 22nd August.
ATSUTA MARU	Saturday, 26th September.
MANILA.	
CHICHIBU MARU	Friday, 28th August.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 27th August.
NAGATO MARU	Friday, 11th September.
KAGA MARU	Friday, 11th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Saturday, 12th September.
BOUYO MARU	Saturday, 12th September.
NEW YORK, BOSTON via Panama.	Thursday, 27th August.
TAKETOYO MARU	Thursday, 27th August.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Sunday, 13th September.
LYONS MARU	Sunday, 13th September.
CALCUTTA via Singapore, Penang & Rangoon.	Saturday, 29th August.
RANGOON MARU	Saturday, 29th August.
BENGAL MARU	Tuesday, 3rd September.
SHANGHAI, KOBE & YOKOHAMA.	
TANGO MARU	Friday, 28th August.
GENOA MARU (Kobe direct)	Sunday, 30th August.
HARUNA MARU	Friday, 4th September.

For further information apply to: **NIPPON YUSEN KAISHA**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Salon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs., 3rd Sept.
MOMBASA, ZANZIBAR, DARES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Hawaii Maru	Mon., 31st Aug.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila (Services).	Sydney Maru	Sat., 5th Sept.
JAPAN PORTS (Frequent Services).	Burma Maru	Fri., 21st Aug.
ROTTERDAM, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Nitto Maru	Sat., 22nd Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Alaska Maru	Sun., 11th Oct.
BOMBAY via Singapore, Belawan, Deli & Colombo.	Kinai Maru	Tues., 15th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	Hokuroku Maru	Tues., 6th Oct.
HAI PHONG via Hanoi & Peking (Fortnightly).	Argun Maru	Thurs., 3rd Sept.
KEELING via Swatow & Amoy (3 p.m. every Sun- day).	Honolulu Maru	Tues., 1st Sept.
TAKAO via Swatow & Amoy (Fortnightly).	Monado Maru	Fri., 21st Aug.
	Canton Maru	Sun., 30th Aug.
	Deli Maru	Thurs., 27th Aug.

For further particulars please apply to:
OSAKA SHOSHEN KAISHA
Telephone 25661.

Donations and Subscriptions must
now be sent to the Hon. Treasurer,
Mrs. H. E. Goldsmith, 525, The Peak.
HONG KONG BENEVOLENT SOCIETY.

Shipping Intelligence.

WATER LEVELS.

Details for West, North
and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	Aug. 19	Aug. 20
West River at Shuihung	24.2	24.5
North River at Samshui	7.6	7.1
North River at Tsingyuen	13.9	14.1
East River at Shuihung	4.3	4.8

The highest levels recorded
are:—Shuihung, 41 feet; Tsing-
yuen, 29.2 feet; Samshui, 27.3
feet; Shuihung, 11.5 feet.

The lowest levels on record
are minus 5 feet at Samshui and
minus 2.7 feet at Shuihung.

ARRIVALS OF SHIPS.

Wednesday, August 19.	
Alipore, British str., 3,241 tons, Capt. E. P. Lyndon, from Shanghai, buoy No. A1.—M. M. & Co.	
Corona, Norwegian str., 1,953 tons, Capt. O. Klitte, from Chin- wangtao, Laichikok Anchorage. —Dodwell & Co.	
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Sin- gapore, buoy No. A6.—J.C.J.L.	
Dorry, Chinese str., 1,083 tons, Capt. J. Bruhn, from Keelung, Yamuti Anchorage.—Chau Yue Teng.	
Gange, Italian str., 12,500 tons, Capt. G. Nifolini, from Trieste via Singapore, Kowloon Wharf. —Dodwell & Co.	
Kittawa, British str., 708 tons, Capt. J. Crosthwaite, from Swatow, Stonecutters Anchor- age.—Texas & Co.	
Kinryo Maru, Japanese str., 2,736 tons, Captain Kohanka, from Milke, Quarry Bay.—M.B.K.	
Kwangtung, British str., 1,572 tons, Capt. J. Hodgkiss, from Shang- hai, buoy No. B9.—B. & S.	
Lima Maru, Japanese str., 9,989 tons, Capt. S. Amano, from Liverpool via way ports, Kow- loon Wharf.—N.Y.K.	
Morioka Maru, Japanese str., 3,095 tons, Capt. M. Sumi, from Sin- gapore, Kowloon Wharf.— N.Y.K.	
Romena, Norwegian str., 2,377 tons, Capt. Hansen, from Chinwang- tao, buoy No. B25.—Dodwell & Co.	
Teneriffa, Norwegian str., 3,495 tons, Capt. J. Voith, from Manila, buoy No. A11.—Ther- sen & Co.	
Tsinau, British str., 2,100 tons, Capt. W. Shaw, from Amoy, buoy No. B20.—B. & S.	
Yingchow, British str., 1,216 tons, Capt. J. R. Nisbet, from Swa- tow, buoy No. B14.—B. & S.	

DEPARTURES.

Per s.s. Changte for Australia via ports on August 19:— L. R. Banks, Mrs. L. A. Bellair, Miss G. M. Bellair, Miss S. M. Bellair, R. J. Birrell, Mrs. A. F. Cockerton, C. P. Godhard, Mrs. C. E. Haygood, Master W. Haygood, G. V. Heath, Mr. and Mrs. W. Hig- gins, Miss H. A. Goodson, E. J. Jones, Mr. and Mrs. Norris, Mrs. L. C. Phippard, Captain Penston, L. S. Rowntree, Mrs. Baker Sadler, C. E. Tyrrell, Master Tyrrell, and Miss Jessica Winters.	
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HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E. 00h is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place, and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

August 19 to 25, 1931.

DATE	HIGH WATER	LOW WATER
August	Standard Times	Stand. rd. Times
Wed. 19	11 05	5 54
Thurs. 20	10 44	5 34
Fri. 21	10 23	5 14
Sat. 22	10 02	4 54
Sun. 23	9 41	4 34
Mon. 24	9 20	4 14
Tues. 25	8 59	3 54

If a law were passed giving six
months in gaol to every writer of
a first book, only the good ones
would think it worth their while to
do it.—Lord Russell.

WHO'S WHO.

Passengers on Empress
of Russia.

The Empress of Russia from
Victoria and Vancouver via Japan,
had the following passengers on
board:—

Mr. and Mrs. A. L. D. Warner,
and Mr. W. A. and Miss E. Warner,
Beverly Hills, prominent Cali-
fornia residents on a tour of the
Orient.

Mr. J. W. Schilling, Manila,
manager, Pacific Commercial Co.
returning from the U.S.A.

Mr. R. Minetti, Paris, representa-
tive of S. A. Rigand, Paris, on a
business trip to the Orient.

PASSENGER LISTS.

ARRIVALS.

Per R.M.S. Empress of Russia
from Canada and Japan on August
19:—

Mrs. M. Gray, Miss N. Purdom, Miss D. Bewley, Mr. and Mrs. A. Cameron, Miss J. G. L. Dunlop, Mrs. B. Hyde-Lay, and children, Mrs. J. P. MacLachlan, Mr. L. G. E. Ramage, Mr. and Mrs. L. W. Mason and son, Mr. H. L. Caldwell, Mr. W. J. Riddiford, Mr. T. Belajoe, Mr. H. Boyan, Mr. J. M. D'A. Remedios, Mrs. J. D'A. Remedios, Mr. L. D'A. Remedios, Miss Da Johnson, Mr. J. A. Draper, Mr. and Mrs. R. E. Francis, Mr. R. S. Moore, Mr. L. Scott Townsend, Mr. A. H. Tait, Dr. (Miss) H. S. Thienken, Sister Marie-Celine, Sister Marie-Assunta, Mr. C. A. Seidle, Sister Ste-Ursule, Sister Ste-Anne- Marie, Sister Ste-Rosalie, Sister Ste-Joachim, Sister Ste-Vincent de Paul, Mr. S. Katsayama, Mr. and Mrs. H. B. Refo, Misses A. A. and S. M. Refo, Miss H. E. Cowan, Miss K. Jacobson, Mrs. G. Vosicker, Miss E. R. Anderson, the Misses A. Da Silva, Mrs. B. E. Green, Dr. and Mrs. Jen Hawk, Mr. Pan Quenlin, Mrs. L. Ritter, and infant.	
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DEPARTURES.

Per s.s. Changte for Australia via ports on August 19:— L. R. Banks, Mrs. L. A. Bellair, Miss G. M. Bellair, Miss S. M. Bellair, R. J. Birrell, Mrs. A. F. Cockerton, C. P. Godhard, Mrs. C. E. Haygood, Master W. Haygood, G. V. Heath, Mr. and Mrs. W. Hig- gins, Miss H. A. Goodson, E. J. Jones, Mr. and Mrs. Norris, Mrs. L. C. Phippard, Captain Penston, L. S. Rowntree, Mrs. Baker Sadler, C. E. Tyrrell, Master Tyrrell, and Miss Jessica Winters.	
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RADIO HISTORY.

Made by the New Dollar
Liner.

The new Dollar liner Hoover
made radio history on her sailing
day from New York by being the
experimental field for the initial
try out of a new system of trans-
mitting sound by means of light
pulsations that enable ships in
harbour to carry on secret and
direct communication with some
other point.

The system called Narrow Cast-
ing was tried out for the first time
when music and voices were carried
across the Hudson River from a
transmitter projector on Pier 29 to
a receiver in the new Dollar Liner
Hoover, the distances being approx-
imately 3,000 feet. Static does
not affect the new medium of com-
munication.

Radio waves are millions of
times longer than the light beam
waves. The latter travels in
straight lines. Beams from a
powerful Neon tube actuated by
electrical vibrations generated by
microphone phonograph and radio
receiver are carried by the waves.
Beams are focused by means of a
concave mirror at the distant re-
ceiver.

At the receiving end a convex
mirror gathers the rays from the
atmosphere and concentrates them
on a sensitive photo-electric cell.
A powerful amplifier is used to
increase the effectiveness of the
resulting electrical vibrations cor-
responding to the music of words
sent out by the transmitter and
these are recreated in a loud-
speaker.

The General Electric Company,
which installed the engines and
some electrical devices on the
Hoover, conducted the experiments.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—
Canadoc—No. 8 buoy.
Cicada—South wall.
Odin—North wall.
Oswald—North wall.
Otus—East wall.
Seraph—North arm.
Serapis—North arm.
Tampar—Basin.
Tarantula—West wall.
Foreign.
Argus—French gunboat.
Smith Thompson—American gun-
boat.

POST OFFICE NOTICE.

POSTAL RATES.

Letters:—
Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first
oz. and 10 cts. each succeeding oz.
Postcards:—
Local, China and Macao—2 cts. each.
All other places—3 cts. each.
The Registration fee is in each case 20 cents.

INWARD MAILS.

THURSDAY, AUGUST 20.	
Shanghai and Swatow	Szechuen
Australia and Manila	Atsuta Maru
Sandakan	Rantan Pandjang
Europe via Negapatam (Letters only, Lon- don, July 28)	Hakusan Maru
FRIDAY, AUGUST 21.	
Japan	Kitano Maru
Japan and Shanghai	Fushimi Maru
Java via Sourabaya	Tjimenteng

OUTWARD MAILS.

THURSDAY, AUGUST 20.	
Manila	Empress of Russia 3.30 p.m.
Samshui and Wuchow	Kwong Hung 4 p.m.
Saigon	Helikon 4.30 p.m.
Amoy	Tibadak 5 p.m.
Shanghai, Japan and Europe via Siberia	Hakusan Maru 5 p.m.
FRIDAY, AUGUST 21.	
Holhow, Pakhoi and Halphong	Menado Maru 3.30 a.m.
Japan	Atsuta Maru 9.30 a.m.
Foochow via Swatow	Cheong Shing 10.30 a.m.
Tainan	Tainan 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching 1 p.m.
Saigon	Yingchow 3.30 p.m.

*Superscribed correspondence only.

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Empress"

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fastest liners on the Pacific.

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TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 8
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

\$120-\$112-\$88-\$79

EMPRESS OF RUSSIA

SAILS

5 P.M. THURSDAY
AUGUST 20

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PACIFIC

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Freight 20042.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"HECTOR"	2nd Sept.	For Port Said, Marseilles, London, Hamburg, Bremen and Glasgow
"MENEALUS"	15th Sept.	For Port Said, Marseilles, London, Hamburg, Bremen and Glasgow

LIVERPOOL SERVICE.

"TANFALUS"	25th Aug.	For Port Said, Genoa, Liverpool, Havre & (P'gou)
"LARNEDIN"	10th Sept.	For Port Said, L'pool, Havre & Glasgow

NEW YORK SERVICE.

"PREMIER"	7th Sept.	For Boston, New York, and Baltimore via Philadelphia and Singapore
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PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)		
"PROTEUS"	22nd Aug.	For Victoria, Vancouver & Seattle
"EXION"	17th Sept.	For Victoria, Vancouver & Seattle

INWARD SERVICE.

"ORION"	Due 21st Aug.	For Shanghai, Kobe and Yokohama
"ARNEAS"	Due 26th Aug.	For Fukuoka, Tsingtau, Weihaiwei, Taku, Chinwangtao and Dalay

Also cargo steamers with limited passenger accommoda-
tion at specially reduced fares.

For freight, passage rates and information apply to the
undermentioned.

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Butterfield & Swire.

Agents.

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FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR and STEWARDS CARRIED.

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FIRST CLASS FARE TO SYDNEY, \$76 RETURN

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(Australia Newpapers on file)

STEAMERS

TAIPIING

CHANGTE

AUSTRALIAN-ORIENTAL LINE, LONDON

BUTTERFIELD & SWIRE, Agents—HONG KONG-SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*PADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SUODAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.
MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, London, Hamburg & A'werp.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Hamburg & A'werp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	16,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*ISOMALI	6,800	26th Dec.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination.
*SANTHIA	8,000	24th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	21st Sept.	Singapore, Penang & Calcutta.
SIRDHANA	8,000	4th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th Oct.	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination.
TANDA	7,000	2nd Sept.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	2nd Oct.	& Melbourne.
NELLORE	7,000	31st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN. Cheap Summer Trips to Japan, June to Sept.

S.S.	Tons	From Hong Kong About	Destination.
TAKADA	7,000	27th Aug.	Amoy, Shanghai, Moji, Kobe, Yoko- hama & Osaka.
*NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Moji, Kobe, Osaka & Y'ham.
MANTUA	11,000	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	8,000	11th Sept.	Shanghai, Moji, Kobe & Osaka.
*BURDWAN	6,500	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Shanghai, Moji, Kobe, Osaka & Y'ham.
SANTHIA	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	8th Nov.	Shanghai, Moji, Kobe, Osaka & Y'ham.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
CORFU	16,000	21st Nov.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Moji, Kobe, Osaka & Y'ham.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans on Funka Louvre System free
of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
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SIC TRANSIT GLORIA

Veteran Steamers at Sandakan.

"What a dreadful looking old
craft" was said in our hearing not
long ago apropos of an admittedly
unkempt looking vessel that was
paying her first visit to Sandakan
for cargo. To the outward observer
she was hardly a thing of beauty,
but as ships and their histories are
a kind of hobby with us we enlisted
the services of a friend, who most
kindly gave us some details about
her. These revealed that she had
emerged in her glory from a famous
British shipyard about 26
years before, incidentally when the
author of the remark quoted must
himself have been very small and
possibly a horrid little nuisance.
The ship in question was a cargo
steamer of about 3,000 tons, and a
closer inspection showed that in
spite of all her rust and her neglect-
ed appearance she still retained her
neat lines and evidence of having
been well and truly built.

Her arrival and this remark gave
us the idea that a short article on
some of the other ships of her kind
that have visited Sandakan in re-
cent years might be of interest to
certain of our readers.

It is this class of steamer that has
been especially since the war, been
largely displaced by vessels of a
faster and more modern type and
possessing up-to-date cargo-working
appliances, in order to match the
progress and development of the
larger ports in Great Britain and on
the Continent, with their constant-
ly improving facilities for dealing
with cargo with the minimum of
delay. Many of these old steamers,
worn out by their strenuous efforts
during the war period, have gone
to the shipbreakers, but as many
probably have been sent to other
spheres of usefulness, changing, if
not their flags, at any rate their
funnel markings and in most cases
their names.

A large number of them have
found their way out East, where
they are still performing valuable
service in trading between ports
in which the installation of modern
cranes and other wharf machinery
is not yet needed, since the slower
methods of working cargo, as well
as a longer time spent in trans-
porting it, do not create any real
loss of efficiency. Sandakan must,
we think, still be classed as one of
these ports, in spite of the changes
and development that have been
effected in recent years, and it is
therefore here that we are likely to
see, probably for some time to come,
steamers that have been in their
day the pride of their owners but
are now unkindly and callously de-
scribed by the uninterested as "dirty
old tramps."

Long before the war the Far East
was the repository, as it then
rested place, of obsolete steamers,
but as that was before our time we
cannot attempt to describe any of
those most interesting old vessels
that must have traded here in the
old days. Some of them, like the
Royalist, have given their names to
rocks and shoals round the coast

and other well known names are the
Ranee and Normanby, the latter
originally an Australian liner.

But even since 1917 Sandakan
has seen several old ships that were
at one time the last word in ship-
building. Some of these were
really beautiful ships, first and
foremost perhaps being the Chang-
sha and Taiyuan, with their clipper-
bows, raked funnel and masts and
lower yard still retained on the
foremast.

When these two, with two sisters
that never came here, left the Clyde
in 1884, they were bristled and
could carry a good spread of sail,
and they caused a great sensation
on their arrival in Australia. They
were wonderful sea-boats to the end
of their days, which did not come
till 1926, and their passenger accom-
modation, considering their size
and age, was amazingly comfort-
able.

A similar ship, also with beauti-
ful lines, built by Napier and Co.
in 1899, was the E. and A. Com-
pany's Eastern, sold out to foreign
buyers in about 1926, while hand-
some too were the clipperbowed
Asahi Maru and Tiyotomi Maru,
formerly the Benlmond and Ben-
ledi respectively, and in their day
valuable units of the Ben Line.
Their names have, we believe, been
perpetuated in more modern suc-
cessors.

Then there was the Mexico City,
so ably saved by Captain Turner
with Kinabalu in 1917, only to be
mined and sunk on her next trip
out from Britain. She was inter-
esting as having been similar, if
not a sister ship, to the ill-fated
Waratah, and was originally
christened Narrung. The Malay, which
caused such a sensation in
1924 by nearly capsizing in the
harbour, was in the heyday of her
youth in the early nineties, quite
a respectable South American liner,
the Storm King, while the Arafura,
built in 1903, was, before her cap-
ture in the war, a well known
Woermann liner running to West
Africa. Those who remember the
old Mausang may recollect that,
disreputable as she looked at the
end, she had seen service dating
back to 1890 and was saved from
what, for a ship, was rather an
ignominious position, while the Don
Jose, which came to a sad but per-
haps hardly untimely end off the
coast of Japan in 1925, was built
at Greenock in 1879 as the Saxonia
and had changed her flag and her
name very many times. She was
probably the oldest ship that has
visited this port since pre-war days.

Even our old friend the Hinzang,
which has safely weathered so many
storms and typhoons between
Sandakan and Hong Kong, is a
veteran dating back to 1905, when
she received the picturesque name
of Parklands, and her sound con-
struction will probably enable her
to see many years of useful service
yet and to outlive many more
modern but less solidly built steam-
ers.

Even in the past few months
there have been two interesting old
vessels in the harbour, with who
knows what interesting histories
attaching to them, the Teany Maru,
built by Stephenson at Newcastle in
1905, as the Ethelstan and the
Nankwa Maru, which left

McMillan's yard at Dumbarton as
the Visigoth a year later.

Ships are really most fascinating
things, in spite of the fact that
even the best of them are unavoid-
ably associated in the minds of
many with rolling and mal-de-mer.
The history of their development
well repays studying, and is full of
interest. And it must be remem-
bered that a ship which seems to
be nothing but a mass of rust and
patches might, if it could only
speak, often tell in all probability
more exciting tales of adventure
and hair-breadth escapes, of dis-
tant and out of the way ports that
we have but dimly heard of and of
weird characters and "hard cases"
that we have only dreamed of, than
we should ever find in the pages of
all the monthly magazines put to-
gether. And if this little article
has shown that there really is some
romance attached to many of these
apparently dilapidated and un-
romantic-looking vessels, and if we
have stimulated even a few to take
some interest in their history, we
shall feel that we have not written
their obituary in vain.—B.N.E.
Herald.

CONSIGNEES' NOTICE

Consignees of cargo ex S.S.
Gange are reminded to take de-
livery of their goods which will be
subject to rent after August 25.

It has, unfortunately, become a
tradition to regard education as
something which aims at producing
men who can use their brains bet-
ter than their hands.—Mr. A. E.
Filsell.

CONSIGNEES.

LOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES

Steamer,
"GANGE"
From TRIESTE, VENICE &
BRINDISI VIA STRAITS
& PORTS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.
Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 25th inst. will be subject to rent.
All claims against the vessel must
be presented to the undersigned on or
before the 4th prox. or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
25th inst. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bill of Lading will be countersign-
ed by
DODWELL & CO., LTD.
Agents.
Hong Kong, 19th August, 1931.

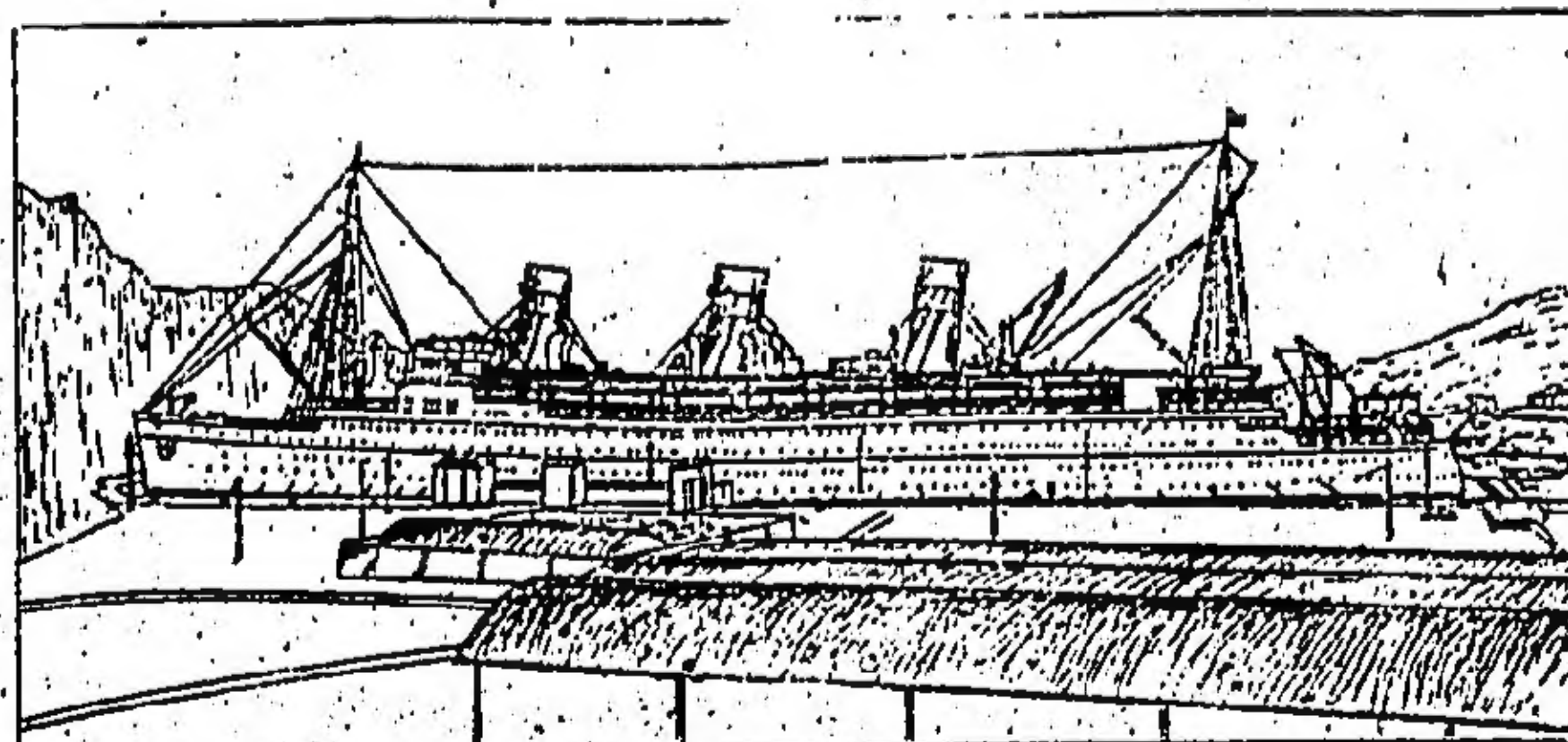
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In No. 1 Dock. Dimensions—666'0" O.A. x 83'6" x 48'6" Mtd. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over sill, H.W. O.S.T.
Salvage Tug "Henry Kewwick," 2,000 I.H.P. Wireless Call Signal V.P.R.T. and Flag
Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

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Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

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One of the innovations
of these new liners—
intimate small dining
rooms for private par-
ties, charmingly deco-
rated in painted murals
and candelabra. The
Chef will arrange spe-
cial menus for your
pleasure.

AMERICAN SODA FOUNTAIN
An expert dispenser
is in charge of the
glistening marble
soda fountain where
the tall, frothy drinks
taste exactly as they
do in America. The
Fountain is located
alongside the Marine
Tea Garden.

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route will find the accommodation provided well
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reasonable.

42 Days To New York.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
and IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Tow Office: 64, Connaught Road, Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application
Hong Kong, April 1, 1924.

BRITISH WUCHOW LINE

SAILING DATES FOR AUG., 1931 (Subject to Change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	SUN. 23rd	TUES. 25th	WED. 28th	THURS. 27th
TAI MING	TUES. 25th	THURS. 27th	FRI. 28th	SAT. 29th
TAI HING	FRI. 28th	SUN. 30th	MON. 31st	TUES. 1st
TAI MING	MON. 31st	WED. 2nd	THURS. 3rd	FRI. 4th

Ports of Call—Samshui, Shuangliu, Tientsin and Doshing.
Fares Return (not including meals) \$20.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Hing Wharf.
For information apply to—
29, Cornhill Road, West. **SANG WO Co., Ltd.**
Phone 20893.



The Caravan.
ARCADE, PENINSULA HOTEL.

Sole Agents:-

FETTE PEKING RUGS

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, AUGUST 20, 1931.

FLETCHER'S
BATH EAU de COLOGNE
Delightfully refreshing and invigorating
during the hot weather.
MAGNUM BOTTLES
\$2.50.

THE PHARMACY

Asiatic Building, Queen's Road C. Tel. 20345.

CENTRAL
SEE THEATRE HEAR

TO-DAY TO SATURDAY
Daily At 2.30, 5.10, 7.15 & 9.20 p.m.

THOSE EYES!
THOSE LIPS!
LOOK AT 'EM!

They turned a household upside down! stood the town's most jaded swains on their ears! What do you think they'll do to you?



CARL LAEMMLE presents

"BAD SISTER"
BOOTH TARKINGTON'S
smashing story of the girl who couldn't be good.

NEXT CHANGE

Fearless and Free—
he rode the trail of adventure.

George O'Brien in a great drama of good shots in bad lands, of a lone hero with his horse and dog—and of a girl he rescued!



FAIR WARNING

Fox Movietone
Outdoor Romance
directed by
ALFRED WERKER

Louise Huntington
Mitchell Harris

George Brent
Nat Pendleton

FOX
MOVIE-TONE
PICTURE.

with
GEORGE O'BRIEN



BETTER TONE REPORTED.

Buyers Prevail for Most Stocks.

TO-DAY'S FEATURES.

The official summary issued by the Stock Exchange to-day states: The Stock Market opened this morning with a better tone than yesterday, and buyers prevailed for most stocks.

Bank of East Asia again had buyers; who offered \$135 1/2 without sales taking place.

Unions were done at \$555, sellers at the close asking \$560.

Providents (old).—There were sellers at \$6.15.

Hong Kong (old) were in demand at \$17, but with sellers wanting \$17.30, there was no business done. There were sellers of the new shares at \$16.90.

Hong Kong Lands remained at yesterday's rates and without any transactions passing.

Humphreys (old) were asked for at \$22, but without response from holders.

Hong Kong Realities changed hands at \$17.40, and at the close there were buyers offering \$17.80.

Ewos were put through at \$15, with buyers still in the market at \$15.10.

Hong Kong Tramways were wanted at \$21.60, as were Star Ferries, Hong Kong Electric and China Lights, all at their respective quotations of yesterday, but only sales of the last-named stock were done at \$27.15.

Telephones (part paid) were enquired for at yesterday's rate—\$33 1/2.

Canton Ice had buyers at \$8 1/2 and sellers at \$8.35, but nothing transpired.

Cements (combined) have to be reported buyers at \$19.80 and sellers at \$20, without leading to business.

Hong Kong Ropes again had buyers at \$21.40, but could not connect.

Dairy Farms at \$32.60, Watsons at \$16.50 and Lane, Crawfords (old) at \$7.50 all had buyers, but no shares came out.

HELP FOR CHINA.

American Red Cross Allotment.

\$100,000.

Washington, Yesterday. The American Red Cross has allotted \$100,000 which is to be available immediately for flood relief work in Hankow. Reuter. [The money is to be transmitted by the State Department to Mr. Adams, the American Consul-General at Hankow.]

MR. LLOYD GEORGE.

To Go to Surrey Home Shortly.

Rugby, Yesterday. It is stated, that Mr. Lloyd George has made such good progress, following his recent serious operation, that it is hoped to move him from his London home to his residence at Churt, Surrey, before the week-end. After a stay at Churt he will probably go to North Wales.—British Wireless Service.

STOLEN GLASS.

Cost of An Employee's Fraud.

WHO IS THE SUFFERER?

In the Summary Court this morning, before Mr. Justice Lindsell, Lee Yu-cheung, trading as Lee Yu Kee, of 24c, Des Voeux Road, Central, sued the Sun Hing Glass shop, of Battery Street, Yaumati, in respect of the alleged wrongful conversion of 100 cases of glass, the property of plaintiffs. Alternatively, plaintiffs claimed the return of the goods, and damages for detention. The claim was limited to \$1,000 so as to bring it within Summary Jurisdiction.

Plaintiffs were represented by Messrs. Lo and Lo, and defendants by Messrs. d'Almada and Mason.

Mr. Horace Lo, in opening, intimated that the parties were agreed upon certain facts. It would perhaps not be necessary to call evidence, the matter being entirely one of law.

Fraudulent Employee. Outlining the facts, Mr. Lo described how the glass was obtained, it was alleged, by one Wong On, who later sold it to plaintiffs. The plaintiff learned in the course of a casual conversation with his godown keeper at the Canton Road godowns of the firm that this man had obtained the 100 boxes of glass by presenting a delivery order. This had been obtained with the complicity of an employee of the company, who was a checker, and had access to the orders. He had wrongfully obtained this order upon a pretext of requiring it for office purposes.

Conspiracy Proved. Mr. Lo informed his Lordship that two men had subsequently been charged at the Police Court, one with larceny of the goods, and conspiracy, the other with conspiracy only. The second man was needed as a witness for the prosecution, so the charge against him was withdrawn. The first man, who was the plaintiff's office employee who had obtained the delivery order, was convicted of conspiracy. There was not sufficient evidence to prove the larceny charge against him, which failed.

The goods, after enquiries were set on foot, were found in defendant's shop.

His Lordship: The goods were delivered straight from plaintiff's godown?—Yes, my Lord.

Mr. Lo went on to say that the delivery order had been destroyed, obviously to cover up the larceny. Plaintiff's office employee who was convicted of conspiracy had access to these orders, and was also the checker, so that it was possible for him to hide the disappearance of the goods for a long time before it was found out.

Larceny Admitted. His Lordship said it was rather curious that the man was convicted of conspiracy only?—Mr. Lo said that the prosecution could not bring forward evidence sufficient to satisfy the Magistrate, although for the purpose of his present submission the fact that it had not been proved that this particular man stole the goods did not mean that there had not been larceny. The goods were really taken away by another, but plaintiff's employee was certainly involved.

Mr. Lo went on to say that the

DEFRAUDING POSTAL REVENUE.

Practice Becoming a Nuisance.

\$15 FINE.

Lau Hing, attached to the com-pradore's office of the s.s. Tai Hing, was charged on remand before Mr. E. H. Williams this morning, with having brought six letters into the Colony. Defendant pleaded guilty.

Prosecuting, Mr. E. W. Hamilton (Postmaster-General) said that it was not a very serious case. The letters could have been posted from Wuchow had they been properly stamped. He added that it was not quite such an obvious attempt to defraud, as in the last case which he had brought before his Worship.

Mr. Hamilton asked for a moderate fine to be imposed so as to discourage the practice which was becoming a nuisance. He took the letters to be business letters.

A fine of \$15 was imposed. Mr. Hamilton stated that the letters will be handed to the addressees on calling at the General Post Office.

It is the little bit of self-satisfaction that spoils almost every artistic performance you listen to.—Mr. Percy C. Buck.

Something should be done to give us rather less broadcasting music; you cannot get away from it.—Mr. C. B. Allen.

question was simply one of law. It had to be decided which of two innocent parties, the owner or the purchaser, must suffer by the fraud of another. He submitted that the property had not passed in any way from plaintiffs, and they should be entitled to recover.

His Lordship remarked that larceny would surely be the main plank in plaintiff's case. He asked if defendants were prepared to admit the goods were stolen?

Mr. F. X. d'Almada, jun., for defendants, said he would admit larceny of the goods.

Purchaser's Position. Mr. Lo went on to submit that if the goods were stolen the purchaser had no claim, unless they were bought in market overt. That was not so in this case, nor did he think that his learned friend would dispute it. "The whole point on these facts amounts to whether the case was one of larceny by trick, or one of obtaining goods by false pretences. In the case of false pretences the property passed. In larceny by a trick it did not." That was his case.

Estoppel by Negligence? Mr. d'Almada, replying for defendants, contended that there could have been no conversion, as there was no actual physical possession. On a second point, he alleged negligence by plaintiff's servant, the keeper of the godown, who had standing instructions to refer to the office when any large deliveries were required. In this case he had not done so.

His Lordship, after consideration, adjourned the hearing until Tuesday next at 2.30 p.m., Mr. Lo indicating that in the meantime he would consider his reply on the point of estoppel by negligence.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.



William Fox presents

A blonde beauty and her brigade of lovers war on convention and each other in a delightful comedy of fiancées and foibles.

with **JOAN BENNETT**
KENNETH MacKENNA

Directed by
HAMILTON McFADDEN

WITH THE SAME PROGRAMME

STAN LAUREL
OLIVER HARDY
in "Brats."

NEXT CHANGE

HE GOT A GIRL and A FORTUNE!

But he didn't even own the clothes on his back!

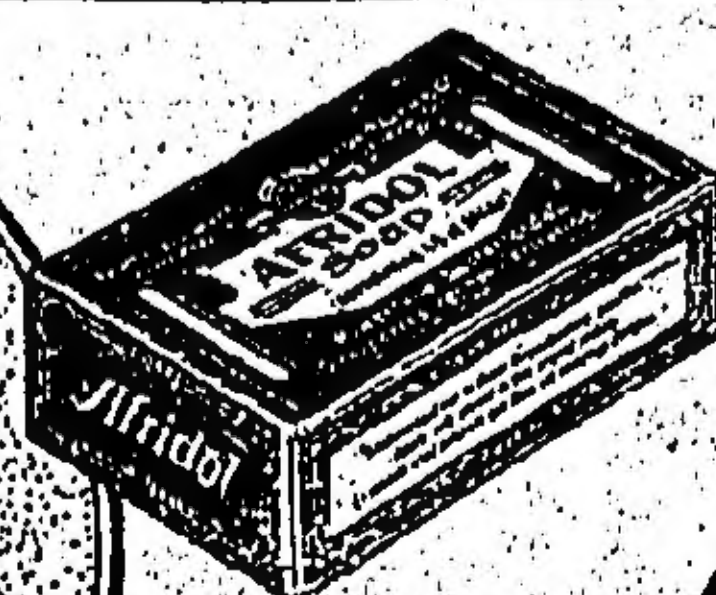
William **HAINES**



In the film riot from the stage hit...

A TAILOR MADE MAN

with **DOROTHY JORDAN**
JOSEPH CANTOR
MARJORIE RAMBEAU



Afrisol Soap
Prevents and cures SKIN DISEASES especially **Prickly Heat**

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